

# History of the Anchor Line.

1852.

1911.

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# **HISTORY**

**OF THE**

# **ANCHOR LINE**



**1852**

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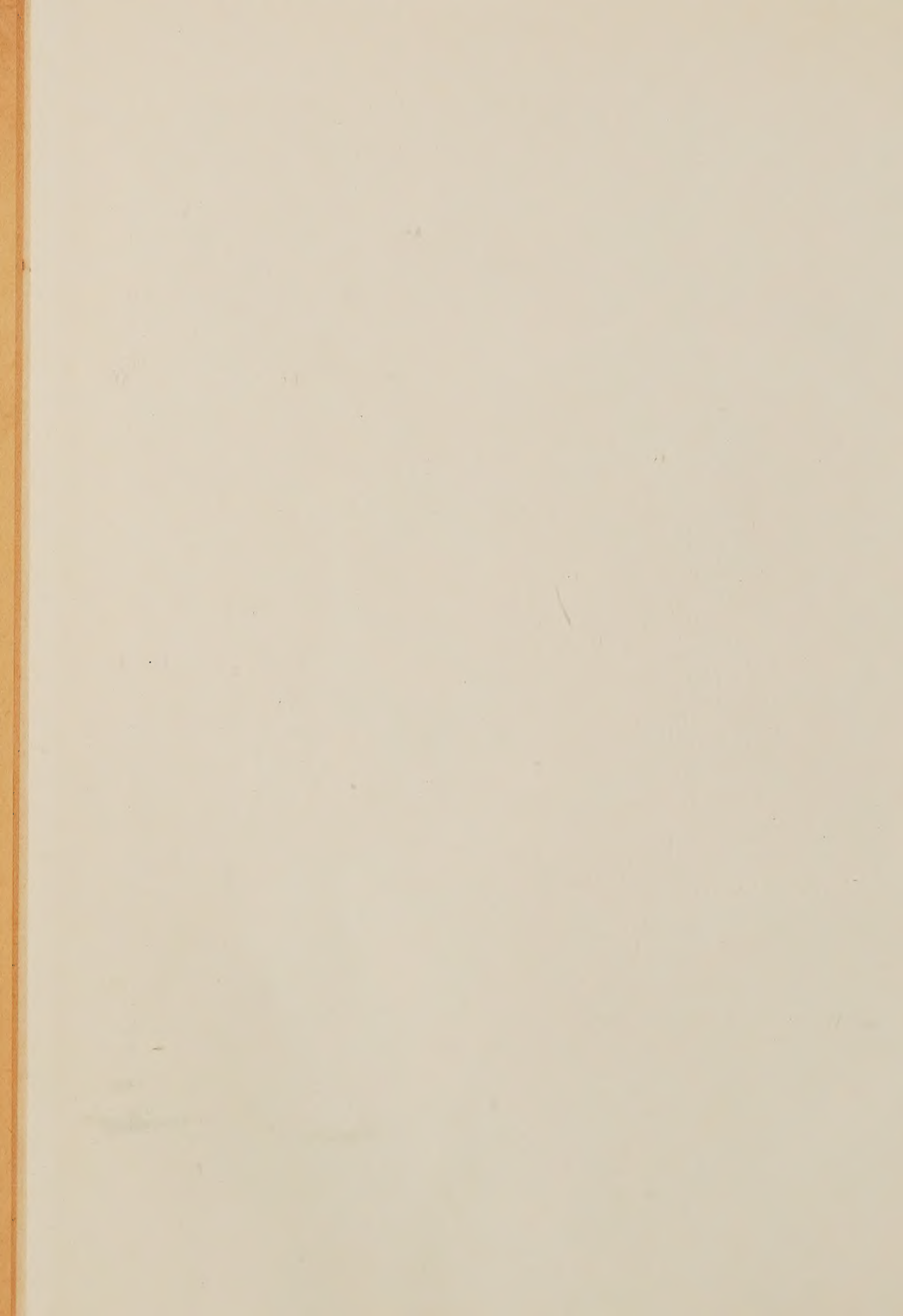
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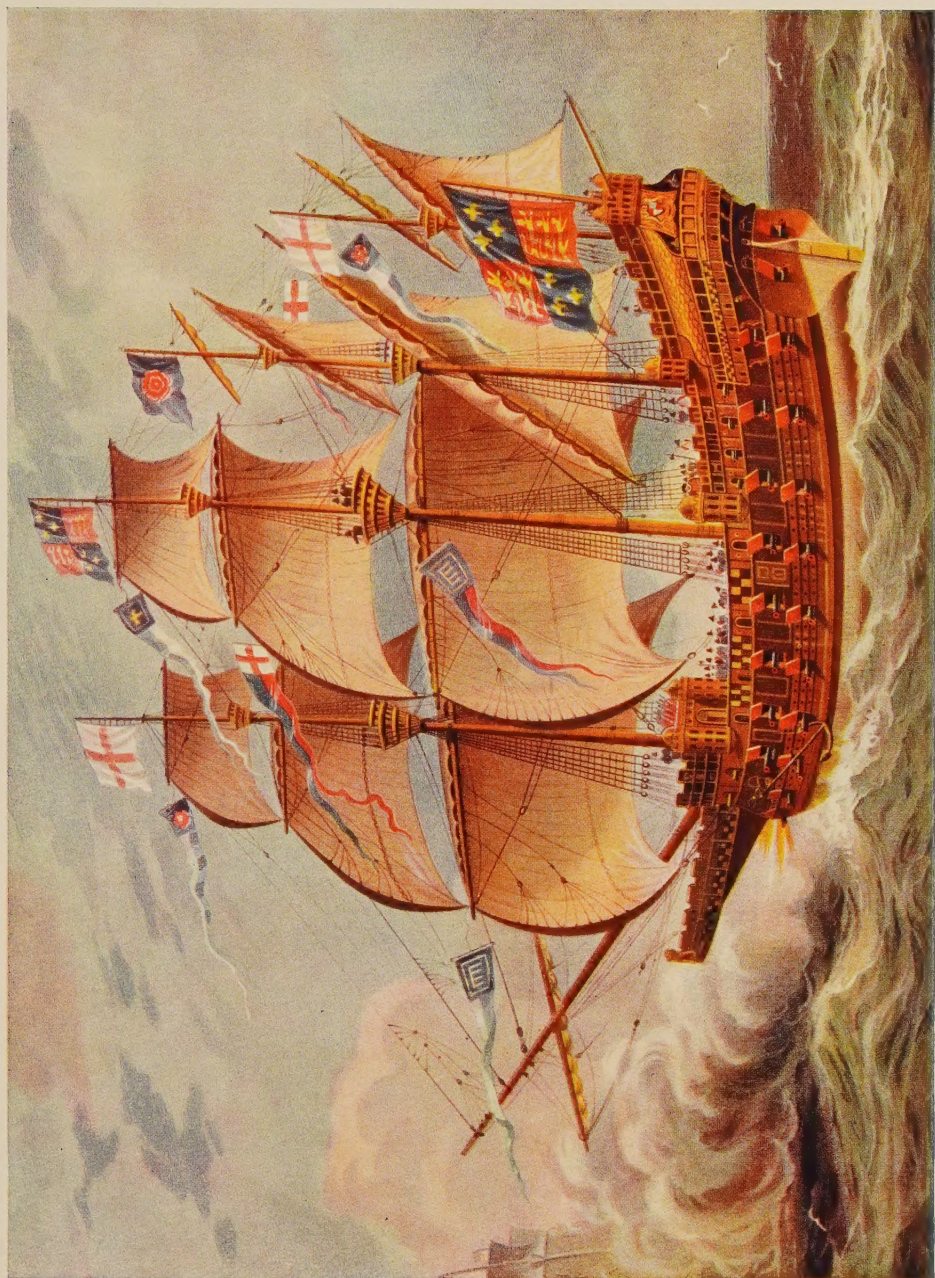
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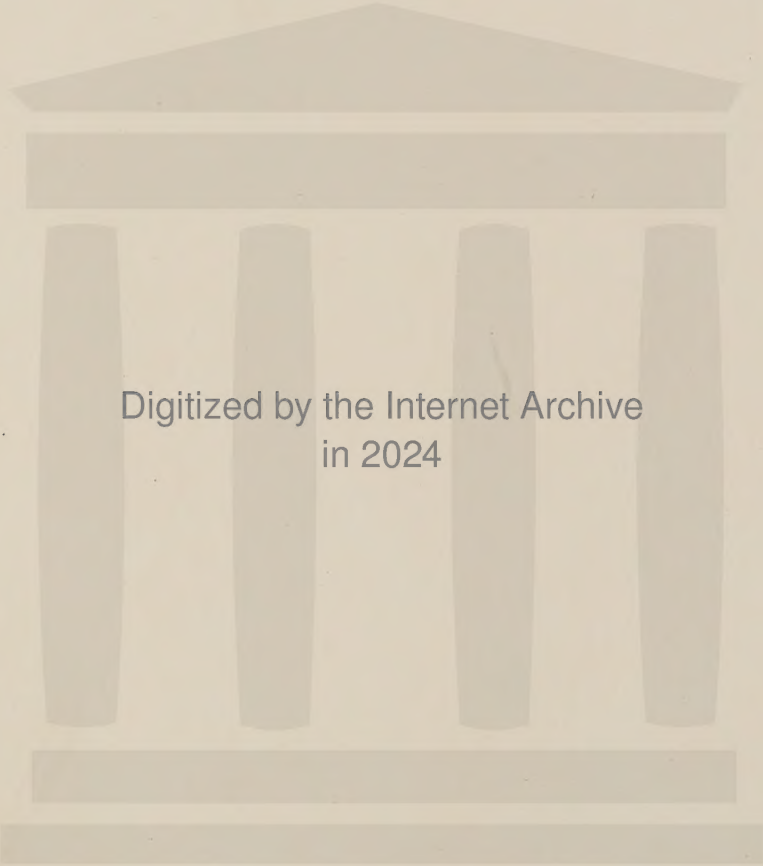












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# HISTORY OF THE ANCHOR LINE

## FOREWORD.



THE industrial history of the City of Glasgow can scarcely be traced further back than the Union of 1707, but that event opened up to the town—the most favourably situated in Scotland for

the enterprise—an immense trading prospect with America, and roused in its inhabitants the extraordinary mercantile activity which has been its leading feature ever since. As far back as 1656 the City is described as a “very neate burghe toun—one of the most considerable burghs in Scotland, as well for the structure as trade of it;” and the same writer commends the “mercantile genius of the people.”

The river Clyde, however, has been the chief source of the great prosperity of Glasgow; and it is to the credit of its citizens that through their enterprise the river's utility has been mainly created by the gigantic works of widening and deepening the channel, so that what was (less than a hundred years ago) a stream, over which one could wade,

has now become a navigable channel for ships of the largest tonnage.

To the little steamer “Comet” may be traced the eventual great development of shipping and shipbuilding (the latter really originating about 1720) on the Clyde. This tiny craft was the earliest trading steamship in the old world. She was 25 tons burden, 40 feet long by 10 feet 6 inches beam, her engines being of 3 horse power. The “Comet” was built in 1812 by Messrs. John Wood & Co. for Mr. Henry Bell of Helensburgh, and traded between Glasgow and Greenock.

When the period of experiment and incidental failure in the steam propulsion of shipping had at last culminated in everyday commercial success, and the building of steamships was fairly established, the Clyde took the lead in their construction, a position she still maintains.

Ocean voyages by steamers were at first performed by vessels in which sails were also largely relied upon. In this way the Atlantic was first crossed in 1819 by the “Savannah,” a vessel of 100 feet long and of about 300 tons

burden. The passage from Savannah to Liverpool occupied 31 days—18 under steam and 13 under sail. This was in the month of May. She reached Savannah again on her return voyage on November 30 of the same year, having in the interval made a trip from Liverpool to St. Petersburg, and in both cities she was the object of much admiration and wonder. Her career as a steamer was, however, a brief one. On reaching Savannah she was divested of her machinery, and as a sailing vessel ran for some years between that port and New York. During one of these trips she was driven ashore in a heavy storm upon Long Island, and became a total wreck.

In 1836 the **British Queen Steam Navigation Company** was formed privately (with Mr. MacGregor Laird as Secretary), and their paddle steamer "Sirius," of 700 tons burden, made the first voyage from England (London) to the United States on 5th April, 1838—time 16½ days.

Simultaneously the **Great Western Steamship Company of Bristol** (another private company) had built the paddle steamer "Great Western," 212 feet long and 1340 tons gross. She sailed from Bristol to New York on the 8th of the same month, and arrived only a few hours after the "Sirius!"

Then there followed immediately the paddle steamer "Royal William" of 1150 tons, which on her first voyage had to return to Cork on account of bad weather after being about one-third of the way across the Atlantic.

After this came the "British Queen," which in 1839 made the passage from Portsmouth to New York in 13 days 11 hours. The year 1840 witnessed the advent of the "President," but that vessel was lost in the following year. Both of these were wooden paddle craft. The accompanying illustration shows the "British Queen" lying in the Mersey, 1839.

The **Cunard Co.** (British and North American Royal Mail Steam Packet Co.) appeared on

the scene in 1840. Their first Atlantic steamer was the "Unicorn," and she sailed from Liverpool to Halifax and Boston on May 16th in that year. After her came the "Britannia" (whose picture is here presented), followed by the "Acadia," "Caledonia," "Columbia," "Hibernia," and "Cambria," all wooden paddle steamers of about 210-240 feet long and 1420-1500 tons gross.

The **Great Western Steamship Co.** were still going on with their enterprise, and to them belongs the credit of owning the **first iron screw steamer**. This was the "Great Britain," a vessel of 320 feet long by 51 feet beam and 3500 tons gross, which was launched in 1843. She was christened by H.R.H. Prince Albert, and left the Mersey on July 26, 1845, for New York, where she arrived after a passage of 14 days 21 hours. She was a peculiar looking vessel with six masts, and must have contrasted unfavourably with the smarter looking Cunard steamers and the graceful tall-masted American ships. At any rate she was never very popular.

Unfortunately the "Great Britain" ran ashore in Dundrum Bay in 1846, but she showed her wonderfully strong construction by remaining intact, though stranded, for eleven months. The Great Western Company sold her to Messrs. Gibbs, Bright & Co., of Liverpool, who refitted her, and under their auspices she made one more voyage to New York and back, and was afterwards employed by them and their London firm, Messrs. Antony Gibbs & Sons, first as a steamer and subsequently as a sailing ship, in the Australian trade for many years during the gold fever. She is said to be still afloat somewhere as a coal hulk.

Many developments followed, not only in the Atlantic, but in the Brazil, Mediterranean, Baltic, and Coasting trades, until the appearance of the **Inman Line** in 1850. Mr. William Inman acquired the "City of Glasgow," a vessel 258 feet long by 34 feet



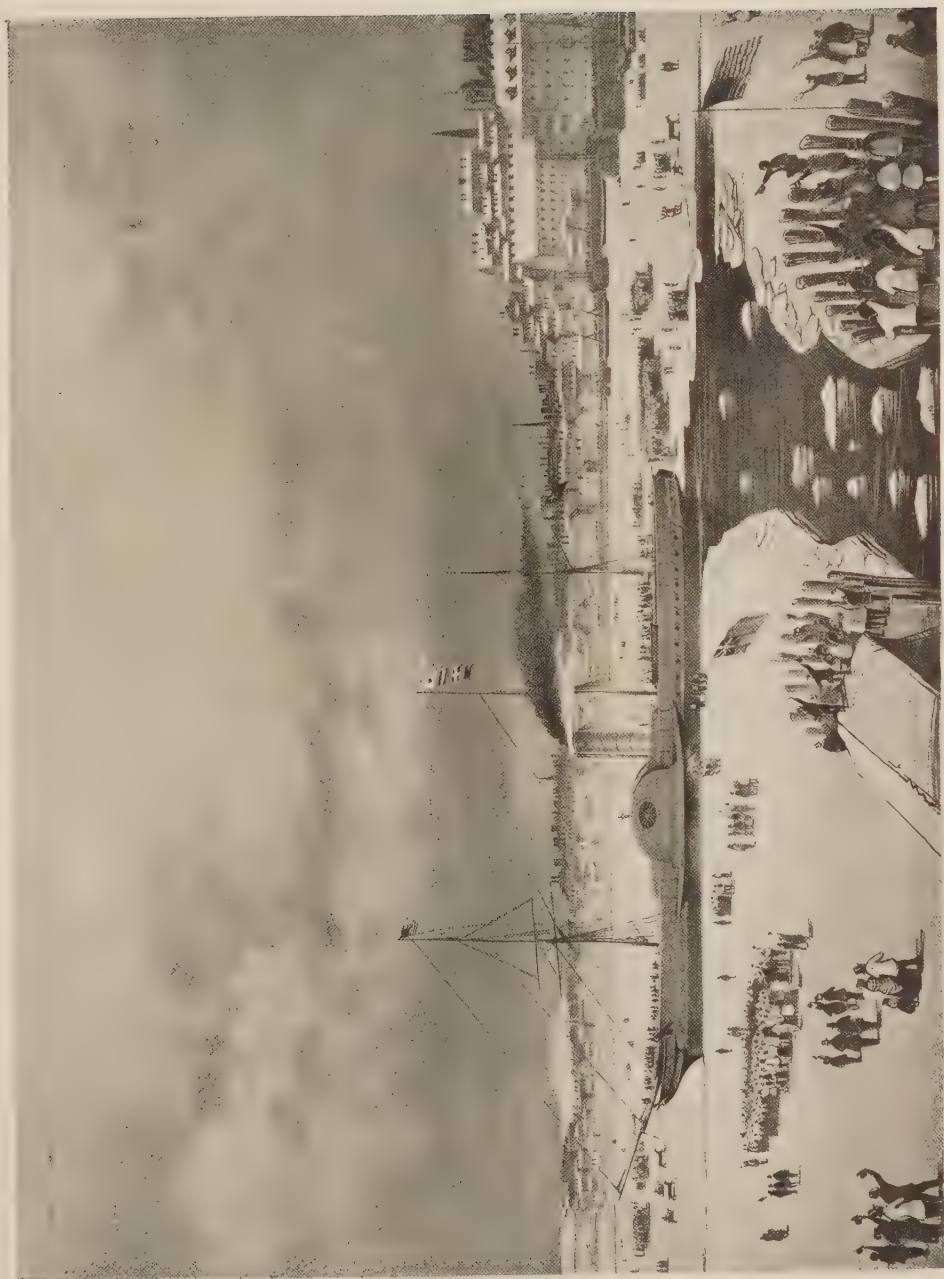




















3 inches beam, from Messrs. Tod & M'Gregor, shipbuilders, Glasgow (who for a short time had run her themselves), and together with Messrs. Richardson Brothers, with whom he was then assumed as a partner, founded the "Liverpool and Philadelphia Steamship Co. (Inman Line)." Messrs. Richardson remained the agents in Philadelphia and Liverpool for many years. The "**City of Glasgow**" was the **first Transatlantic steamship built on the Clyde**, and she made her initial trip from Liverpool to Halifax and New York in December, 1850, having, however, made four voyages from Glasgow prior to that.

She was followed by the "City of Manchester" (built by Tod & M'Gregor), the "City of Pittsburg" (built at Philadelphia), the "City of Philadelphia," "City of Washington," "City of New York," and others (built by Tod & M'Gregor), all between 1850 and 1857.

The steamer "City of Glasgow" having demonstrated the feasibility of a profitable trade between Glasgow and New York, the **Glasgow and New York Steamship Company** was formed in Glasgow for the purpose of running steamers regularly between the two cities. Operations commenced in 1851 by the building of the steamship "Glasgow,"

followed by the "New York" in 1854, and the "Edinburgh" in 1855. This Company enjoyed a fair share of prosperity until 1858, when they lost the "New York," and in 1859 the Company sold their remaining boats to the Inman Line, and retired from business.

The **Clyde Screw Steamship Company** was started in 1854 by a Glasgow firm, which for ten years previously had been running a line of sailing vessels between the Clyde and New York. They built the steamer "Clyde" and placed her on the route between Glasgow and New York. She had only made a few trips, however, when during the Crimean War she was withdrawn. They also built the steamer "Petrel," of which William Henderson was in command, but she was unfortunately burnt off the North Coast of Africa. The "Clyde" was also subsequently lost, and the Company itself was dissolved in 1857.

Each of these ventures being abandoned in turn, it is to the Anchor Line alone that the merchants and citizens of Glasgow and New York are indebted for the close commercial and personal relations that now exist between these two great cities, and through that medium their influence has extended throughout Europe, the United States, and Canada.

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## THE ANCHOR LINE.

This record is intended to be quite an impersonal one, as far as possible, and to cover merely the history of the line itself, and not the lives of those connected with it.

It would, however, almost seem incomplete without a word or two about the first brothers Henderson, for they were rather a remarkable quartette. Bred in Fifeshire, on the coast facing the North Sea, they had

little incentive in the immediate surroundings of the quiet little village of Pittenweem to turn to the ordinary commercial avocations of the present day, and of course there were no railways or telegraphs then.

The only excitement in their midst was the fairly frequent arrival of small vessels in the harbour with grain, lumber, guano, etc., and the constant outgoing and incoming of an immense fleet of fishing craft of all sorts.

Yet this everyday contact with seafaring people appears to have fascinated the brothers, and prompted them to lives of exploration and adventure rather than to migration to large cities in search of other and less hazardous means of livelihood.

The result was that all four young men adopted the sea as their profession, and they must have been exceptional men for their time, as each rose to command his own vessel at a very early age. David, the eldest brother, is said to have attained that position before he was 21 years of age. They all remained at sea for about 16 or 17 years, and no doubt prospered, for apparently at the age of 35 or thereabouts they had all started business in the City of Glasgow.

The eldest brother David, and William, the youngest, began business together as marine engineers under the title of D. & W. Henderson, while the second brother, Thomas, and the third brother, John, went into partnership as shipowners at a later stage. This arrangement was well thought out, as they were thus able to assist one another in their respective careers.

All things being equal, the engineering firm got the engineering and repair work of the vessels of the other firm to do, and, on the other hand, the members of the former firm were always willing and ready to invest some of their capital in the new tonnage of the shipowning firm. They were all good friends, and genial men to meet.

**1838**—The firm of which the Anchor Line is the offspring was founded this year in Glasgow by two well-known citizens, Messrs. Nicol and Robert Baird Handyside, under the style of **N. & R. Handyside**. Mr. Nicol Handyside was Russian Consul at that time, and their business was that of shipbrokers and merchants trading with Russia and the Baltic ports, although they may also have possessed

a small sailing vessel or two. There is, however, no very definite trace of this.

The brothers were good types of the old school of merchants, and were men of fine presence, one of them being generally allowed to be the handsomest man in Glasgow in his day. Business prospered fairly well with them, and one or other occasionally visited Russia to further their connections there.

The actual extent of their shipowning at this early date is not known, but, as shipping on any large scale was in comparative infancy then, it may be assumed that the firm's ventures in this direction were at anyrate of a very restricted character, although they had an excellent broker's business.

**1846**—It was on the 17th February of this year that Mr. Alex. Moffatt entered the office of Messrs. Handyside, and his connection with that firm and the Anchor Line was destined to be a very long and honourable one, for, as time went on he became a partner and for very many years was a much valued friend and the financial adviser of both the Handysides and the Hendersons.

**1853**—The records show that in this year the Messrs. Handyside acquired a sailing vessel called the "Tempest," 844 tons register, 214 feet long by 28·7 beam and 19·1 depth of hold. She was commanded by John Henderson, and made one voyage to Bombay in her early career. She, however, also traded from the Clyde to Canada, but whether with much success or not up till then is unknown. The experience of the firm in shipping business and ships being limited, they had doubtless been looking about for someone possessing the necessary qualifications to enable them to go further afield, and participate in the now thoroughly awakened movement on all sides to "possess ships," which later on became almost a fever throughout the land; and Great Britain







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**HANDYSIDES & CO.**

45 UNION STREET.

GLASGOW, *5<sup>th</sup> Octob<sup>r</sup>* 1854

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being first in this exploiting of trade routes all over the world, there was probably no lack of money to be found for the furthering of such schemes.

The "New World" in the West was gradually awakening, alike to a sense of its own natural resources and by reason of its growing population, which was also being recruited from Europe. Emigrants were proceeding from many quarters in considerable numbers to this "Promised Land," from whence all sorts of tales came of the abundance of work awaiting settlers of every kind. Messrs. Handyside no doubt felt the necessity of expert assistance if they meant to profit by the opportunities thus offered to develop their interest in shipping, and it was a fortunate circumstance that led to the entry of the third partner into the firm.

**Mr. Thomas Henderson**, who had been for several years in command of vessels trading to all parts of the world, was just the man whose assistance was necessary to the Handysides at this time, and these gentlemen appreciated his rare qualities at their proper value by taking him into partnership towards the latter end of 1852. The title "Anchor Line" was then adopted for the business. Mr. Nicol Handyside very soon left the shipping firm (which then bore the title of "Handysides & Company"), taking with him the mercantile business of N. & R. Handyside. It may be remarked here that the Anchor Flag was designed by Mr. William Coverly, brother-in-law of the Hendersons.

Mr. Henderson from the first showed the greatest enterprise in the suggestion of outlets for the firm's energy and their then limited capital, and with that foresight and daring which seemed characteristic of himself and of the period, he was constantly on the lookout for new trade routes. His attention was first drawn to the Lisbon and near Mediterranean trade, there being a large export traffic from the Clyde to these parts, in fine goods, pig

iron, and manufactured material of all kinds, and there was in addition the prospect of return cargoes of green and dry fruit, oil, wine, onions, and other commodities.

**1854**—Accordingly, early this year the "Vasco da Gama," of 178 tons, and measuring 131 feet long by 15 feet 2 inches beam and 10 feet depth of hold, was built, and employed in the Lisbon trade, which soon began to grow rapidly. The "Vasco da Gama" was the first steamer employed in the Lisbon trade from Glasgow. Other two vessels, viz., "Vision" and "Dream," of about 422 tons gross (and previously owned by the Handysides), were also acquired, but seem to have been employed chiefly in the Valparaiso trade. Apparently they were fond of weird names in these early days, as there were also two other similar craft, then owned or managed by the firm, called the "Spectre" and "Phantom." There are no very clear records of their performances or employment, except that in the *North British Daily Mail* of July 1st, 1857, the "Spectre" was apparently advertised to sail for Valparaiso that month.

The sailing ship "**John Bell**" likewise made her appearance in 1854. She was owned by Mr. John Bell, of Glasgow, who entrusted her management to Handyside & Henderson, as the firm was then called; and to improve upon Messrs. Handysides' own experiments with the sailing ship "Tempest" on the St. Lawrence route, the "John Bell" was transformed into an auxiliary steamer, and placed in the Quebec and Montreal trade during the season of open navigation.

It may be of interest to note here that during these trying years (1854 and 1855) when the Crimean War was raging, the steamer "Clyde" (of which Mr. Henderson's brother David was in command), belonging to the Clyde Screw Steam Packet Co., conveyed troops to and from the seat of war for some months.



**1855**—Meanwhile the growth of the Mediterranean trade both outwards and homewards was such that the firm decided to add another steamer to the service. She was called the “Ignez de Castro,” and was of similar tonnage to the s.s. “Vasco da Gama.” They carried manufactured cargoes out to Lisbon, and brought back oranges, lemons, and onions, dried fruit, oil, and such like produce. It may be also mentioned that these two vessels carried the first gas apparatus to Gibraltar that was ever installed there, the material being manufactured by Messrs. R. Laidlaw & Sons, of Glasgow.

Realising that there was more promise in “spreading” their ventures as widely as possible, and that the Canadian trade also offered considerable possibilities, if properly handled, the sailing ship “Tempest” was purchased from her former owners, and transformed into an auxiliary steamship like the “John Bell.” They were both permanently employed in the Quebec and Montreal trade during the open season.

**1856**—This transformation of the “Tempest,” although a costly business in those days, did not, however, exhaust either the energies or resources of the new firm. In this year they launched the “Dom Pedro,” “Dom Affonso,” and “Dalhousie,” each of about 300 tons gross and 160 feet long, and forthwith employed them to reinforce the other vessels already in the Mediterranean trade, which was still expanding as the further Sicilian and likewise the Spanish ports were exploited. It was also found that the original vessels were just on the small side for this work. The “Dalhousie” was a sailing ship, originally built at Leven, in Fifeshire; she was afterwards converted into a steamer. When she was a sailing ship she capsized in Leith docks and put her yards through the roof of the shed she was lying at. She was in the Valparaiso trade until converted into a steamer. The “Vasco da Gama,” “Ignez de

Castro,” “Dom Pedro,” and “Dom Affonso” belonged to a separate company called the “Glasgow & Lisbon Steam Packet Company,” of which Mr. William Ewing was chairman and Messrs. Handyside & Henderson the managers.

The “John Bell” made a voyage to India about this time, but with this exception she and the “Tempest” were steadily engaged in the Canadian trade during the summer months (their Quebec and Montreal agents being Messrs. George and David Shaw); but as Messrs. Handyside & Henderson experienced some difficulty in employing these two steamers regularly during the winter, they determined to try the Glasgow and New York trade, nothing daunted by the collapse of the previous ventures of a similar kind made by the Glasgow and New York Steam Packet Co. and the Clyde Screw Steamship Co.

This new departure was therefore the initiation of the Anchor Line’s **Glasgow and New York service**, which is to-day one of the features of Transatlantic travel.

**1857**—It was soon found impossible to conduct the trade (and especially this double connection of Canada and the United States) satisfactorily with only two steamers, and with admirable pluck and confidence in the future this young firm decided to build the fine steamship “United Kingdom.” She was the largest vessel owned by them, being of 1067 tons register, 245 feet long, 32 feet beam, and 21·9 depth of hold, and compared not unfavourably with the heavily subsidised Cunard liners and others of that period. The total tonnage of all the vessels then actually controlled or owned by the firm (including the “United Kingdom”) was about 2089 tons, or only about a third the size of one modern steamer engaged in the Indian trade of the Anchor Line.

The **Indian Mutiny**, occurring in 1857-58, gave to the firm a further opportunity, and one of the first vessels chartered by the



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THE ANCHOR LINE OF STEAM-PACKET SHIPS,

SAILING REGULARLY FROM

**MONTREAL & QUEBEC TO GLASGOW.**

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Ships	Tons.	Class.	Commanders.
UNITED KINGDOM.....	2000.....	12 yts. A 1.....	JOHN HENDERSON.
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Steerage, -	- - - - -	25.

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**MACLEOD, MACDONALD & CO.**

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ADAMS, HEROLD, 1897.

ADAMS, HEROLD.





Government for the conveyance of troops to India was the "United Kingdom." After her release from Government employment she resumed her place with the other two steamers "John Bell" and "Tempest" in the Canadian trade in summer and the Glasgow and New York trade in winter.

**1858-1859**—For the further development of the Lisbon and upper Mediterranean trade the steamer "Dido" was bought and the "Cora Linn" and "Viborg" were built, thus placing the firm in a stronger position to meet increasing competition.

The "Dido," we may mention, was solely employed between Malta and the North African ports, but this service was of short duration as it was found to be unprofitable.

In consequence of the growth of the Company's business, and the retiral of Mr. Nicol Handyside, a new partner was now required, and Mr. John Henderson (brother of Thomas Henderson) joined the firm in 1859.

**1860**—Meanwhile the Canadian and American trades were apparently requiring additional tonnage, as cargo became more and more plentiful both outwards and homewards, especially from the United States. The steamer "United States" was therefore built for this service. She was of about the same size and dimensions as the "United Kingdom"—in fact, practically a sister ship.

The following paragraph from the *Glasgow Herald* of September 19th, 1860, may be of interest:—

"Launch of the S.S. 'United States.'—Yesterday afternoon, shortly after three o'clock, a magnificent screw steamer, named the 'United States,' was launched from the shipbuilding yard of Messrs. Tod & M'Gregor, Meadowside, Partick. The 'United States' is to be added to the Anchor Line of steam packet ships trading between Glasgow, Quebec, and Montreal; and from the fine build of the vessel, and the fame of Messrs. Tod & M'Gregor,

we doubt not that she will prove a valuable acquisition to the Anchor Line. The dimensions of the 'United States,' which was gracefully named by Miss Mathieson, are as follows:—Length of keel and forerake, 240 feet; breadth of beam, 32 feet; depth of hold, 21 feet 6 inches. The 'United States' is 1202 tons burden, o.m., and she will be propelled by two direct-acting engines of 138 horse power each. Her accommodation for passengers is excellent; her poop is 70 feet long, and she will be classed for nine years. The launch was a most successful one, the ship taking the water in fine style, amid the cheers of a large concourse of spectators. This is the sixth ship launched by Messrs. Tod & M'Gregor since January last, and we understand that they have other five in process of building. After the launch a select party of ladies and gentlemen adjourned to the model-room, when success to the 'United States' and her enterprising builders was pledged in champagne."

In conjunction with the "John Bell" and "United Kingdom" (the "Tempest" in the interim having been lost) a fairly regular fortnightly service was thus established.

Owing, however, to the St. Lawrence being closed for six months each year, and the consequent necessity for transferring the vessels each winter to the New York route, it occurred to the firm after careful deliberation that there might be an equal, if not more encouraging, opening for their enterprise and the regular employment of these steamers in the Glasgow and New York trade all the year round. Moreover, the stream of emigration from Great Britain, Ireland, and the Continent of Europe (then commencing in earnest) offered promising opportunities for the successful establishment of such a service. Consequently the Quebec and Montreal line was abandoned early the following year, and all the future energies of the firm were then devoted to building up this now well-known direct service between Glasgow and New York.



The steamer "Ailsa Craig" was also built this year for the Mediterranean trade, thus further strengthening the Company's position there, and, as several of the older vessels had been sold, the fleet was being gradually brought up to date with new tonnage.

**1861**—Two additional new steamers, the "Lancefield" and "Palermo," were added to this service, and were engaged in the Italian and Sicilian trade, then being assiduously cultivated and extended.

As an outcome of the emigration to America, much money (and also many "prepaid tickets" purchased by successful emigrants) was sent over to Great Britain to enable others to go out to the United States, and this business has steadily increased until the present day, when it has become a very large factor in the Atlantic passenger movement. These drafts and prepaid tickets are issued by Henderson Bros. in New York and Chicago, and also by about 3000 sub-agents throughout the United States and Canada.

The Civil War in America broke out in 1861, and lasted until 1864, and whilst the vessels in the Transatlantic service carried passengers and cargo between Glasgow and New York, and *vice versa*, they very frequently brought cargoes of cotton home to Liverpool, there being then abnormally large exports of that material from the United States, especially during the last year of the War, and on into 1867.

**1862**—Apparently there was a good deal of activity in the Mediterranean trade, for two other new steamers, the "Livorno" and "Messina," were built this year. With these additional steamers nearly every port in the Mediterranean was now tapped by the Anchor Line weekly sailings from the Clyde.

Whilst every advantage was taken to foster this traffic, the firm were also closely watching

Atlantic trade developments, and they decided to build the "Caledonia" (I.) for the Glasgow and New York passenger and cargo service. She was a vessel somewhat larger than the "United Kingdom," and did good service for a short time, although ultimately coming to an untimely end by running ashore on Cape Cod, U.S.A.

**1863**—Notwithstanding this, Messrs. Handyside & Henderson were so confident of the prospects before them that they added the "Britannia" (I.) and the "Caledonia" (II.) to the Atlantic fleet this year. These steamers were of 2093 tons gross, 261 feet long, 34 feet beam, burnt 23 tons coal per day, and steamed about 10½ knots. They carried 60 saloon and 550 third-class passengers, thus clearly showing to what dimensions the United States passenger movement had grown even at that time.

Furthermore, in order to keep the flag flying creditably in the Mediterranean, and to be abreast of the times, the new steamer "Genova," of about 700 tons, was built, and took her place on the Lisbon, Gibraltar, and Sicilian route.

**1863**—It was in this year that Mr. Moffatt was taken into partnership, remaining with the firm for twenty-eight years, and only retiring in the year 1891.

**1864**—The success of the Mediterranean service being now assured, three further steamers, the "Napoli," "Macedon," and "Roma" were launched. A further extension was also made by the establishment of a direct fortnightly service from Glasgow to Algiers, Tunis, Malta, and Alexandria (Egypt), prompted no doubt by the fact that the firm had been successful in securing a contract for the conveyance of a large quantity of gas and water pipes to Alexandria for the Egyptian Government. In connection with this service an entirely new business was exploited, viz., the conveyance of large numbers of Arab pilgrims from Algiers (or











Tangier) to Egypt, from whence the people travelled on foot to Mecca.

This continued for several years, and as the pilgrims were "deck" passengers, and used their own food (the steamer merely supplying water), the passage money was all clear gain. After a time the business dwindled away, and was discontinued.

**1865**—This year saw the consummation of the firm's long cherished desire in the inauguration of a regular **Glasgow and New York weekly service**, a service which has continued ever since. This was made possible by the addition of the fine new steamer "Hibernia," which was launched during the autumn. She was somewhat larger than the "Britannia" and "Caledonia" (II.), and together with the two latter vessels and the "United Kingdom" and "John Bell" maintained a fairly regular weekly communication between the Clyde and the United States.

Simultaneously with this addition to the Atlantic fleet the new steamers "Valetta," "Venezia," and "Spartan" were added to the Mediterranean service. They showed a still further advance in size and equipment, being larger and faster than the "Roma" and "Napoli" class launched in the preceding year. While they were mainly employed in the Adriatic trade, calls were not infrequently made at the Italian and Sicilian ports either outwards or homewards.

For some considerable time the eyes of Europe had been turned towards Egypt, where, under the direction of M. de Lesseps and his assistants, the Suez Canal was being constructed. That enterprise was then more or less scoffed at as being impossible of realisation, but it was nevertheless destined to become an accomplished fact within a comparatively short period, and to practically revolutionise the trade to and from all parts of the East.

Thousands of labourers of all nationalities were employed on the works, when cholera suddenly broke out at Alexandria. The appearance of that fatal disease caused a panic among the workers, and finally resulted in a stampede among the employees, whose chief object was to get out of the country at any cost. It so happened that the Company's steamer "Napoli" had completed the discharge of her cargo at Alexandria, and she was chartered to convey 700 of these panic-stricken labourers from Port-Said to Syra in Greece. They were safely landed at Syra, and the "Napoli" returned to Port-Said "for orders."

Another charter was forthwith effected to convey 450 more Greeks and others to their homes in the Archipelago, the port of debarkation this time being the island of Kaxos. On arrival, however, it was found that reports of the cholera had reached the Port Authorities there, and although all the "Napoli's" passengers were in perfect health they were not permitted to land, and the vessel and her 450 people were sent to perform 22 days' quarantine in the roadstead of Delos. A small romance, in some ways amusing and in others rather gruesome, could be written around the experience of these 22 days, but space will not permit of this here. The "Napoli" was finally released and returned again to Kaxos, where she discharged her passengers, and then proceeded home (via Sicily and Spain) to Liverpool and Glasgow.

**1866**—Still further demands for larger steamers, both in the Mediterranean and Atlantic trades, resulted in the building of the "Thracian," "Theban," and "Acadia" for the former, and the building of the "Columbia" (I.) and the purchase of the "Iowa" for the latter. The three Mediterranean steamers were again considerably in advance of their predecessors in size and speed, and accommodation was provided for a number of

saloon passengers, as this traffic was then commencing to grow. The "Columbia" almost marked the beginning of a new era so far as the New York trade was concerned, for she was 284 feet long and 34 feet beam, and consequently not only much larger in every way than the "Britannia" or "Caledonia" (II.), but she was also most luxuriously fitted for saloon, second, and third class passengers, besides being capable in fine weather of steaming about eleven to eleven and a half knots at sea. The "Iowa" had formerly been the "Bellona," belonging to a now defunct company called the "London and New York Line," which, for a few years, had run steamers between London, Havre, and New York. She had been ashore in Dundrum Bay, and was not a costly vessel to begin with, but Messrs. Handyside & Henderson spent a large sum of money in rehabilitating her, and she formed a very useful addition to the Atlantic fleet so far as passenger-carrying was concerned. The "Iowa" was also the largest cargo ship the Company then possessed. She was a curious looking steamer, having four masts, with the funnel between the third and fourth masts; but this did not interfere with her earning power, and on one voyage, in the year after the American War closed, she carried the largest cargo of cotton from New York to Liverpool that had ever been conveyed in one bottom. The addition of these two vessels now rendered the weekly service much easier of accomplishment (allowing for occasional detentions, etc.); but as the "John Bell" had been sold, and the "United States" had been lost, while the "United Kingdom" was now considered to be rather small for the trade, it was found necessary to launch out still further if the continuity of this weekly service was to be creditably maintained.

**1867**—Consequently the "Europa," 290 feet long and 2,277 tons gross, but similar in equipment to the "Columbia" (I.), was added to the Atlantic service. She and the

"Columbia" became great favourites in their day, alike with shippers, importers and passengers.

Almost simultaneously the two steamers "Grecian" and "Trojan" were built for the Mediterranean trades of the line, both vessels showing a further advance alike in cargo capacity and passenger accommodation.

At this juncture the emigration from Ireland was increasing so rapidly that it was felt that some more satisfactory arrangement was necessary with regard to the booking and handling of passengers at Moville (the port of Londonderry), the gateway of northern Ireland. It was therefore decided to open the firm's own office in Londonderry (with an embarkation and debarkation sub-agent at Moville) under the title of "Henderson Brothers," with Mr. D. A. B. Murray as manager, and this arrangement was concluded and put in operation early in the following year.

It may be here mentioned that Mr. Murray had been associated with the Emigration Movement to the United States, Canada and elsewhere as far back as 1857, at which time he was managing the steamer "Clyde," then trading to New York, and likewise several clipper ships engaged in the Australian trade.

**1868**—This year saw some further additions to the Mediterranean fleet, viz., the "Scandinavia" (built in Hull in 1865), and the new steamers "Dacian" and "Dorian," all three being very superior even to the "Thracian"—"Theban" class, and about one-third larger. The Mediterranean trade was at this time being exploited in three different directions. One line sailed fortnightly from Glasgow to Gibraltar, Algiers, Tunis, Malta, and Alexandria; a second to Lisbon, Gibraltar, Genoa, Marseilles, Leghorn, Naples, Messina, and Palermo; and a third to Gibraltar, Messina, Palermo, Trieste and Venice.







Not unnaturally the line became involved in occasional lawsuits of one kind or another in connection with their various trades, and the following extract from the law reports of the period, concerning an experience in the Alexandria trade, may be interesting, as it caused much comment at the time :—

“NOTARA AND ANOTHER v. HENDERSON  
AND OTHERS.

“Ships and Shipping—Duty of Master or Shipowner as to Goods damaged on the Voyage.

“The plaintiffs shipped beans on the defendant's ship, under a bill of lading, to be carried from Alexandria to Glasgow, deliverable to the plaintiffs' order on payment of freight by consignees. At Liverpool the ship met with damage by collision, and was obliged to put in to repair; the beans were wetted by sea-water in consequence of the collision, and the repairs only taking a few days, there was no time to have taken out the beans, dried and re-shipped them; but the plaintiffs, being at Liverpool, and hearing of the disaster, objected to the beans being taken on in their then condition, and the defendants' agent proposed to them to receive the beans at Liverpool on payment of the whole freight. The plaintiffs were ready to receive the beans, but refused to pay more than freight *pro rata* to Liverpool; consequently, the beans were taken on as they were. Damage from collision was one of the excepted perils :—

“Held, that the plaintiffs were entitled to recover for the damage to the beans occasioned by their having been carried on in their wet condition: for that the defendants were not justified in taking on goods contrary to the express commands of the shipper, and sacrificing them merely for the purpose of earning the freight.”

The “Trojan” left Alexandria on the 25th September, 1868, with 2,589 ardebs of beans at 5/3 per quarter, shipped by Notara Bros.,

and consigned to them at Glasgow. The “Trojan” arrived at Liverpool on 23rd October, on her way to Glasgow, unloaded portion of cargo for Liverpool, and sailed on the 24th, and on her way down the river came into collision with the “Demetrius,” sustaining serious damage, which necessitated her being beached at Seacombe. She was temporarily repaired, and subsequently re-beached at Tranmere, finally getting into dry dock at Liverpool on the 27th October, where she was further temporarily repaired. The consignees, finding the vessel intended to take on the cargo to Glasgow in its damaged condition, offered to take delivery at Liverpool on getting a *pro rata* reduction of freight, say to pay only 3/9 instead of 5/3 per quarter of 480 lbs. as per bill of lading, but owners objected to land stuff unless on payment of the full freight of 5/3. Messrs. Notara then wished the beans to be landed, dried and re-shipped, but owners of the “Trojan” declined to accede to their request, considering they were legally justified in doing so seeing the long time that would be occupied in satisfactorily drying the beans and reshipping. The case was decided against the owners of the “Trojan,” who were held liable for damages to be adjusted. The case was appealed in the Exchequer Chamber, and the judgment of the previous court confirmed.

The increased passenger and freight business to and from the United States now suggested to the firm the desirability of opening their own house in New York, and this was at once carried out under the title name of “Henderson Bros.,” with Mr. Francis MacDonald as managing partner thereof. Mr. MacDonald had formerly been senior partner in the firm of MacDonald, Hutcheson & Co., grain and shipping merchants, Montreal, but was now settled in New York. He was very extensively known and well liked, and seems to have been a man with a peculiar faculty for ship management, and the development of passenger business.

**1869**—By this time the Company had also started a regular line from Liverpool to the ports in the Mediterranean, which was giving very satisfactory results. In consequence of this, and also by reason of the New York steamers frequently bringing large cargoes of cotton into the Mersey, the firm opened their own offices in Liverpool under the charge of Mr. Charles Botterill. This gentleman had been in business for himself since 1854, his chief assistant being Mr. John G. Rees, the Company's present (1911) highly esteemed Manager and Assistant Secretary in Liverpool, a valued and trusted friend of the Line both under the old regime and the new.

Simultaneously an office was opened in Dundee, owing to the rapid expansion of the export trade in jute, burlaps, etc., from that city and the surrounding district, both to the United States and the Mediterranean and Adriatic ports.

In connection with its growing Mediterranean trade, it occurred to the firm to place a coal hulk of their own at Gibraltar. This project was finally carried out by purchasing the sailing ship "Shamrock," capable of storing about 2,000 tons of coal. The Gibraltar agents at the time were Messrs. James Glasgow & Co.

Large and extensive as were their previous enterprises, they did not exhaust the resources or limit the undertakings of Messrs. Handyside & Henderson. "With the purpose of affording frequent and easy intercourse with the British possessions in India and the countries of the far east" (an announcement of the Company reads at a time when practicability of the Suez Canal was still a matter of some speculation) "the Anchor Line have made arrangements with the contractors of the mail service as performed by the Peninsular and Oriental and British India Steam Navigation Companies, and are prepared to receive and forward goods and passengers to Aden, Bombay, Ceylon, Madras, Calcutta,

etc." To perform this service a steamer left Glasgow once a month for Alexandria, and the scheme proved a most beneficial one for all concerned.

When the Suez Canal was actually opened for traffic on November 18th, 1869, it is interesting to learn from the undernoted excerpt from the columns of the *Glasgow Herald* of that date, that the same energy and enterprise which characterises the present-day actions of the firm was at that time strongly in evidence:—"Our townsmen, Messrs. Handyside & Henderson have this morning received a telegram from Mr. Fleming, their Agent in Egypt, dated Ismailia, 7.20 a.m., advising that their screw steamer 'DIDO,' flying the 'Anchor' flag, had just arrived there en route for Suez, being the **First British Merchant Steamer to enter the Suez Canal**. It must be very gratifying to the local pride of our citizens as it is highly creditable to the energy and enterprise of the owners." The "DIDO" was 209 tons gross, and 126 tons nett and 138 feet in length. She burned 8 tons of coal per day, and steamed 9 knots per hour.

The popularity of the "Europa," "Columbia," "Iowa," "Britannia," and "Caledonia," and the ever increasing passenger traffic and the large export and import trade with the United States, rendered it absolutely imperative that a vessel still bigger and better should be acquired immediately. With the firm's customary pluck and faith in the future, the steamer "India," of 2,240 tons and 325 feet long, was therefore purchased on the stocks from her builders (Messrs. Simons & Co., of Renfrew).

The "Europa," which had only been launched two years before, was generally considered to be the "last word" in regard to Atlantic travel between the Clyde and New York; but in the "India" a further advance was made. Besides being capable of steaming

ANCHOR LINE

OFFICES

ANCHOR LINE  
MAIL STEAMERS

MENDELSOHN BROTHERS

CABIN DEPARTMENT

















about 12½ to 13 knots, she was probably still more luxuriously fitted for passengers than any vessel in the fleet.

Not content with this outlay, however, and being determined to make their Atlantic service equal to any other then existing, the firm contracted for two splendid steamers—viz., the “Anglia” and “Cambria.” They were about the same size and tonnage as the “India,” and with her formed a most popular trio. They were fitted up in the most sumptuous fashion then known, for the carriage of 80-100 first, 75 second, and 600 third class passengers. The “India” on her third voyage to New York fell in with the Cunard R.M.S. “Siberia” disabled in mid-ocean, and essayed to tow her to Halifax, N.S., but the weather was very bad, and although every effort was used to effect towing connections between the two vessels (for the “Siberia” would have been a fine salvage, having a large amount of specie and valuable cargo on board, and a great many influential passengers) the attempt had finally to be abandoned.

These three fine steamers were then known as “eleven-day boats,” leaving New York on the Saturdays and arriving in the Clyde (under favourable conditions) early on the second Wednesday morning following. In those times that was considered remarkably smart work, and was much appreciated by exporters and importers, and also by the ever-increasing number of passengers travelling to and from America and the “old country.”

As a development of the emigration movement to the United States, it was found that a large exodus of Norwegians, Swedes, and Danes was taking place to the farming lands in the Western and North-Western States, a traffic which is even more extensive at the present day. The North Sea communications with Great Britain were then very inadequate, and as the people found it difficult to make proper connections with the Atlantic steamers, Messrs. Handyside & Henderson opened offices

in Granton, Christiania, Christiansand, and Gothenburg under the title of “Henderson Brothers.” Two of their Mediterranean fleet—viz., the “Scotia” (purchased this year for the purpose) and the “Scandinavia”—were detailed to form a new “North Sea Service.” The first-named vessel followed the Granton-Gothenburg route once every week, and the “Scandinavia” similarly took up the Granton, Christiania, and Christiansand sailings.

The Christiania office was under the direction of Mr. D. A. B. Murray (formerly of Londonderry), the Gothenburg office being managed by Mr. John Miller, a Gothenburg merchant. The emigrants were landed at Granton, and brought through by rail to Glasgow, where they embarked upon the outgoing New York steamers.

Occasionally during the spring and autumn seasons, at this period, the firm engaged a couple of their steamers in the trade between Glasgow, Liverpool and Halifax, Nova Scotia, and St. John, New Brunswick, with a considerable amount of success, as the trade with the lower Canadian ports was rapidly developing at the time.

The “Tyrian” and “Grecian,” of about 1100 tons, were built this year for the Mediterranean and Adriatic trade. They marked a still further advance in size, speed, and equipment upon the “Dacian” and “Dorian,” previously mentioned.

**1870**—At this juncture advices were received from Messrs. Holme & Co., the representatives of the firm in Naples, stating that there was a possible opening for a new fortnightly line of passenger and cargo steamers from Naples, Leghorn, and Sicily to New York, especially as there was then a very large demand for Italian labourers in the United States, owing to the rapid expansion of all the railroad systems over there, and the scarcity of unskilled labour (navvies) to construct the lines, Messrs. Handyside & Henderson decided

to exploit this new field, and placed the "Dorian," "Dacian," "Grecian," and "Tyrian" on the route. In order that this new territory should be thoroughly and speedily covered for the time being with suitable tonnage, without unduly restricting the regular home Mediterranean services, they laid down three fine new steamers—viz., the "Sidonian," 1391 tons, and "Ismailia" and "Alexandria," 1650 tons each.

The Anchor Line were thus the very first company to establish direct communication between Italy, Southern Europe, and the United States—a fact which may not be generally known. It may be mentioned here that the "Ismailia" on one of her earliest return trips from New York brought home a large and valuable cargo of provisions to Brest in aid of the French troops during the Franco-German War which was then in progress.

1870 was also noteworthy as being the year in which the famous White Star Line made its first appearance in the North Atlantic trade. As was natural, their entry led to considerable competition amongst the lines trading from Liverpool to New York, and resulted in heavy rate-cutting, which also reflected upon the Anchor Line from Glasgow. Not deterred by this in any way, but on the contrary much encouraged by the success of the "Cambria," "India," and "Anglia," the firm launched another steamer of 2,300 tons called the "Australia" (I.), which was almost identical with the "Anglia," and as nearly as possible a sister ship to her; and to further maintain the Glasgow and New York Service in a thoroughly up-to-date manner, even in its subordinate details, they built the tender "Dispatch" for the better and more comfortable embarkation and debarkation of passengers at the Tail of the Bank, Greenock.

Meanwhile the Home Mediterranean trade, owing to increasing competition, was not so

remunerative as it had formerly been. Several of the smaller and older vessels had been disposed of, and partly for the same reason no new tonnage was built to replace that sold.

**1871**—About this time there commenced a very large "consignment" business for the New York firm. Steamers and sailing vessels arrived with cargoes from the East Indies, Australia, China, and Java, and even from home ports, belonging to Messrs. George Smith & Sons, Watson Brothers, James & Alex. Allan, Allan Brothers & Co. (Liverpool), H. & A. Allan (Montreal), Aitken, Lilburn & Co., John Potter & Co., Birkmyre Brothers, Turnbull, Martin & Co., Thomas Skinner & Co., M'Gregor, Gow & Co., Thomson & Co. and Warrack & Co. (both of Leith), and other firms in London, Liverpool, and Glasgow. The trade continued for many years thereafter, as freights were then very profitable from New York, and even when (as in the case of occasional sailing vessels coming from home ports) the outward earnings upon salt, chalk, or general cargo were comparatively light, they were always sure of handsome homeward freights. This consignment business was for a long time very remunerative, not only for the steamer and sailing ship owners themselves, but also for Messrs. Henderson Brothers, New York. As the homeward freights from New York declined however, it became gradually smaller, and it is now of comparatively limited dimensions. At one time, between 1871-1878, Henderson Brothers, New York, frequently despatched as many as four and five steamers and sailing ships every week.

This was the year of the memorable Chicago fire, which lasted the better part of two days, involving the loss of over 200 lives, and about £33,000,000 worth of property. An area of five square miles was devastated, 18,000 buildings were destroyed, and 98/100,000 people were rendered homeless. Out of that total about 30,000 left the city and 60/70,000 were fed by charity. In consequence of the Anchor Line's intimate association with the







Western States, a relief fund was at once opened in Glasgow by Messrs. Handyside & Henderson, resulting in a total of about £20,000 being subscribed to it by the people of Scotland, which was remitted to the then Mayor of Chicago, through Messrs. Henderson Brothers, New York.

At this period, it may also be mentioned, overtures were made by the Pennsylvania Railway Company with a view to the Anchor Line running their Atlantic service to Philadelphia as part and parcel of the railroad system; and although negotiations at one time very nearly approached an actual settlement, the scheme finally fell through owing to the Railroad Co. stipulating that all the books of the Anchor Line, and practically the direction of its affairs, should be retained on the American side, to which proposal, of course, the firm naturally would not agree.

America had not up till this time exploited her own enormous latent resources sufficiently to keep pace with her rapidly-growing population or her material development in the commercial world, and was consequently a very large buyer from all the countries in Europe (and Great Britain more especially), and in this connection very heavy shipments of pig-iron, &c., were required from the East Coast of England and the West of Scotland.

In those days such a thing as "water ballast" had not yet been thought about to any extent, and, as can be readily understood, this demand for pig-iron and other raw material was of great assistance in the safe loading and immersion of large steamers. As Messrs. Handyside & Henderson had their own vessels to load every week (and often twice a week later on), and there being a ready market at their hands on the other side, they bought and shipped on their own account very large quantities of pig-iron. The difference between the buying and selling price (less commission) represented the freight, which was credited to the carrying steamer.

So much did this traffic develop that at one period Messrs. Henderson Brothers, New York, were one of the largest firms dealing in Scotch pig-iron.

The Anchor Line was now, for the first time, confronted with opposition in their Glasgow and New York trade by the formation of the State Line, an organisation in which there was a certain amount of American and a good deal of Glasgow capital employed.

Although it caused a great deal of quite unnecessary rate-cutting competition, and annoyance to Handyside & Henderson, this new concern never did any good for its promoters, who must have lost most of their capital, as it was twice necessary to re-organise the company. Finally, after a twenty years' desultory existence, it was taken over by the Allan Line in 1891. Messrs. Allan continued to run the steamers for some years until the year 1903, when they very wisely abandoned the trade in order to devote their energies more especially to their Canadian services, which offered them an increasingly promising field of enterprise.

The "Trinacria" (2256 tons) and "Assyria" (2,023 tons) were built for the Mediterranean and New York trade during this year.

**1872**—The steamers "Britannia," "Columbia" (I.), and "Caledonia" (II.), proving somewhat too small for the New York service, and the "Hibernia," "Cambria," and "United Kingdom" having been lost, it was scarcely feasible to carry on the weekly line, and work the ever-increasing trade satisfactorily with the "Iowa," "Anglia," "Australia," "Europa," and "India." A further important development was therefore considered imperative, especially in view of the growing importance of the traffic and the keen competition from Liverpool, whence there were now five regular lines running weekly vessels; and in the spring of this year the "California" (I.), and "Victoria," each 3410 tons gross, were launched and placed in the Glasgow and

New York trade. These steamers were a long way in advance of their predecessors, being 361 feet long by 40 feet beam, and 24·6 depth of hold, steaming about 13 knots, and were considered to be amongst the most remarkable vessels of their time even in comparison with the boats then sailing out of Liverpool, for they carried 170 saloon, 100 second-class, and 700 third-class passengers, in addition to 2200 tons of cargo. They were great favourites with travellers. On her first trip from New York the "California" brought over the largest number of saloon passengers (178) that up till that time had ever travelled by any one steamer; a record that was faithfully chronicled in a special cable despatched by the New York house. To celebrate the advent of the "California" to the Atlantic service, about 600 guests were entertained on board the steamer, which made a trip from New York to Long Island and back, much to the enjoyment of all on board.

The connections between Southern European ports and the United States were further extended at this period by the establishment of a regular fortnightly service of steamers from Trieste to New York, there being at that time very large exports of prunes and other produce from the Adriatic, and as the ordinary Mediterranean and New York trade also showed continued signs of development, the steamers "Olympia" and "Italia," 2245 tons each and 300 feet in length, were built for these services. They were a considerable advance on the "Ismailia" and "Alexandria," both in equipment for passengers and cargo capacity, besides being capable of steaming about 11 knots.

As a suitable consort to these two new steamers mentioned above, the "Caledonia" (being now outclassed in the regular Glasgow and New York trade) was lengthened by 45 feet, and did good work in the Mediterranean and New York service for some years thereafter.

This experiment of lengthening vessels

was comparatively new then, and was tried also in several other instances by the firm, notably in the cases of the "Iowa," "Napoli," "Scandinavia," "Scotia," and "Acadia." The system was never a very satisfactory one, and in modern times it is seldom adopted.

Up till the present year the Anchor Line steamers had been built by various Clyde shipbuilders, including Messrs. Stephen, Connell, Duncan, Barclay & Curle, and others, and, as a rule, engined by Messrs. D. & W. Henderson & Co., of Finnieston, whose firm then consisted of David and William Henderson (brothers of Thomas and John Henderson of the firm of Handyside & Henderson). Mr. H. R. Robson was also a member of the firm.

It appears, however, that in 1872 Messrs. Tod & M'Gregor's shipbuilding yard at Partick (which had turned out very many notable vessels, and amongst them nearly all the Inman fleet) was for sale; and as the result of lengthy negotiations this yard was finally acquired for the sum of £200,000 jointly by Messrs. David & William Henderson and Messrs. Handyside & Henderson, and from that time on to the present day a very large proportion of the Anchor Line fleet has been built at the Meadows side yard.

It may be noted here that the Company's Atlantic service now consisted of 16 steamers, there being frequently two sailings weekly from one or other side of the Atlantic between 1872 and 1875.

The tonnage of this one section was 33,269 tons, an average of over 2000 tons each. The "California" and "Victoria," however, were each of 3410 tons. The total tonnage of the entire fleet which consisted of 24 vessels was 47,169 tons. During this autumn the steamer "Ismailia" brought over from New York the largest amount of specie (£500,000) that up till that time had ever been conveyed in one bottom.

It was about this period that the New York firm secured a long lease of two most com-

modious and convenient piers (20 and 21) on the North River. They were fine double-sided piers, and almost the entire business of the Company could be conducted thereat. Unfortunately they had to be vacated about the year 1889 in consequence of very large and extensive harbour improvements being required in New York, and since that time the Company's pier premises have been at 64 North River, a most advantageous position, connecting with all the railroad and car lines.

Following their action in other directions, the Anchor Line opened their own office in London this summer.

**1873**—To assist in the bi-weekly Glasgow and New York sailings the steamer "Castalia" (I.), 2700 tons, 330 feet long by 35 feet beam, was launched in the spring. She steamed about 11 knots on 25 tons coal daily. Subsequently she took part in the Mediterranean and New York service, as that trade continued to grow rapidly.

The greatest achievement was now accomplished in the building of the fine large steamer "Ethiopia" for the Atlantic service. She was far ahead of anything hitherto contemplated, being 4100 tons gross register, 402 feet long by 40 feet beam, and 30 feet depth of hold, steaming 13 knots, and carrying 180 saloon, 90 second class, and 700 third-class passengers, in addition to about 2400 tons cargo.

An important innovation was introduced into this ship, which was thereafter adopted in all first-class vessels, and subsequently became almost universal—viz., a safer and better method of exhibiting the port and starboard lights. Up till this date they were carried in the fore rigging. In fixing the lights in the evening and removing them at daylight there was considerable risk when the weather was bad, and if they required trimming during the night they had to be removed to a sheltered place for this purpose, and in the interval there

was serious risk. With a view to improving matters in this respect on the "Ethiopia," lighthouses about 10 feet high were placed on each side of the forward deck, inside of which the lamp trimmer could go and trim and adjust the lamps in all weathers with perfect safety. On the advice of an expert on lighthouses, dioptric lenses were fitted in the lighthouses, and also more powerful lamps. Between the lighthouses a bridge was placed from which a lookout could be kept at all times. This was a great improvement, as no seaman could safely remain on the fore-castlehead in bad weather.

In this ship also a novel departure was made in the arrangement of the saloons, which was also a step in advance of anything that had ever been done before in Atlantic passenger ships. To secure better light and ventilation in the dining saloon a well or opening was made in the deck of the music-room overhead, so that the skylight of the latter lighted the dining saloon underneath. This improvement was at once appreciated, and the management of another important Atlantic company wrote the Anchor Line asking permission to adopt this system in their new steamers, which was, of course, readily granted.

About the same time an effort was being made to minimise the discomfort and risk attending the heaving up and emptying overboard of the ashes from the stokehold. As power increased so naturally did the amount of ashes accumulate, and the labour of hoisting them in buckets up through the ventilators and carrying them to the ship's side was extremely dangerous, and in bad weather men had been lost overboard on several occasions. To rectify matters the first steam hoisting and automatic discharging apparatus was designed, and it proved a blessing to everyone on board. No fireman appeared on deck, no ashes were blown about the after part of the ship, and the mechanical appliance did the work of many men with a great deal less noise and discomfort. This appliance has been



greatly improved, and has since been universally adopted in first-class passenger steamers.

The "Ethiopia" was the biggest venture the firm had so far embarked upon, inasmuch as she cost £130,000 to build, and was at that period far in advance of her time, but the results in the end justified the experiment. She was built by Messrs. Stephen, and did infinite credit to her builders. She was most luxuriously fitted up and equipped in every department, and enjoyed a large share of popular favour with all classes of the travelling public.

The new Steamer "Elysia," of 3200 tons, was also added to the Glasgow-New York bi-weekly fleet as a consort to the "Castalia."

A great effort at this period was being made by the then Duke of Devonshire to construct an important seaport at Barrow-in-Furness (Lancashire), and to promote steam connections with all parts, but especially to and from the United States. Through mutual friends of both parties, overtures were made to the Glasgow firm (which, through Mr. Robert B. Handyside's retiral, had now become "Henderson Brothers") with the view of establishing a service to and from New York. The justification for the proposed line existed to some considerable extent in the fact that the Barrow Hematite Steel Co., in which the Duke of Devonshire and family were largely interested, had secured the contract for supplying the Pennsylvania and some other American Railway Companies with very large quantities of rails and sleepers, the manufacture of which was still in comparative infancy in the United States. Arrangements were accordingly entered into for the formation of a subsidiary company called the "Barrow Steamship Company, Ltd.," in which the Devonshire family and Henderson Brothers became equal partners. The new steamer "Ethiopia" was at once acquired by that company from the Anchor Line, and in the following year a sister ship, the "Bolivia" (built by Messrs. Robert Duncan & Co.), which had been

ordered for the Anchor Line, was likewise taken over. These two steamers formed the nucleus of what was intended to be a pioneer line opening up an entirely new seaport in Lancashire.

As great delay and difficulty (apparent almost from the commencement) existed in the development of this new seaport, owing to its peculiar geographical position and the immense obstacles in the way of getting sufficient depth of water for large steamers, the two vessels in question were during the interim employed very successfully and profitably in the regular Glasgow and New York service of the Anchor Line. The work of deepening and dredging and the construction of docks at Barrow, however, went on apace, and in anticipation of a final successful issue thereto the steamer "Anchoria," of similar character to the other two, was built in 1875, and also took her place meanwhile in the Glasgow and New York service of the Anchor Line.

Amongst their other enterprises at Barrow, the Duke of Devonshire and his friends had constructed a fine shipbuilding yard with the most modern tools and appliances, and under the direction of some of the ablest naval architects and designers of the day. Under the circumstances, it was not unnatural that they should turn to their new shipowning partners for orders for new tonnage. As the "Ethiopia," "Anchoria," and "Bolivia" were doing well in the Glasgow and New York trade, as units of the Barrow Steamship Co. (whether eventually destined to run from the Clyde or from the Lancashire port), it was decided to go on adding to this particular fleet, and in 1877 the "Devonia" was launched at Barrow, and christened, amidst a great flourish of trumpets, by a member of the Duke's family.

This was of course the biggest and finest vessel that Barrow had ever produced, and she was followed in 1878 by the "Circassia," and finally in 1880 by the "Furnessia."











They were a grand fleet, and with the exception of the last-named, which was 5495 tons gross and 445 feet long by 45 feet beam, the vessels were of identical dimensions and style. The "Furnessia" was the largest and finest ship flying the red "Anchor" in 1880, and was capable of steaming 14 knots at sea. One of the well-known Liverpool Atlantic shipowners at this period remarked that these six steamers were amongst the best conceived and most unique specimens of their day, inasmuch as they economically combined in rare fashion excellent speed and large cargo capacity, together with plentiful and luxurious accommodation for passengers of all classes.

In the long run it was discovered after very large outlays had been made in every direction, that the port of Barrow never would lend itself to overseas trade on a *big* scale, and the large rail and other contracts which the Barrow Steel Co. had entered into were carried out by shipping the material by coasting vessels to Glasgow, where it was transhipped by the weekly steamer of the Anchor Line to New York. At a later date (1879) a further attempt was made to establish fortnightly communication with New York by employing Anchor Line steamers of much more moderate dimensions (an office being opened by Henderson Brothers in Barrow), but with the competition of Liverpool so close at hand the service had finally to be abandoned.

Events have been anticipated here, but this was necessary in order to follow the forging of this new link in the chain of the Anchor Line's history.

Having entered upon shipowning, and nothing despondent at the failure of their larger hopes for Barrow itself, the Devonshire interest continued to invest money jointly with Messrs. Henderson Brothers in the building of additional large vessels, viz., the "Galatia," "Hesperia," "Karamania," "Justitia," "Ischia," and others which were chiefly employed in the Indian Trade.

Further building on behalf of the Barrow

Steamship Company was then discontinued, but the future was destined to bring the Devonshire interests and the Hendersons together once more in connection with a much larger transaction. Meanwhile the six Atlantic and the Indian steamers of the Barrow Company continued to do their work satisfactorily.

Negotiations were in progress at this time for the purchase of the Allan Line by Messrs. Henderson Brothers, which would thus have given the latter a much-desired re-entry into the Canadian trade, but difficulties of one kind and another arose and eventually the scheme was by mutual consent dropped.

This was the **first year live cattle** were brought from the **United States**, and the **Anchor Line** was the **first Company** to import them. A small shipment was made from New York on the Company's own account, and this eventually led to large and regular shipments by their vessels. This trade, as is well known, subsequently attained to enormous dimensions at all the large ports of Great Britain.

When the live cattle traffic began first the freight was £10 per head from New York to the Clyde! Changed days from the present, when 35s. and 40s. per head is more generally the rate. The Company have, however, long since discontinued carrying live stock, finding it quite incompatible with the conduct of a passenger business.

**1872-1873**—The demands upon the Anchor Line energies and resources had been very great in the Atlantic trade. Large sums of money were required for the building of such luxurious vessels as the "California," "Victoria," and "Ethiopia," and although the Home Mediterranean trade and the Mediterranean and New York trade had been well catered for it was found that the traffic on the last-named route, which was growing rapidly, required extra tonnage; and consequently an arrangement was made with Messrs. Pickernell Brothers and Messrs. John Fenwick & Sons, of London, to supply extra vessels

(on their owners' account) for this service, these firms' steamers alternating in dates with the Anchor Line sailings. This continued for about three years, when the two firms mentioned found their vessels were required for their own particular trades.

**1874**—There was a lull in shipbuilding this year, and the only new steamers launched during this year were the "Bolivia" and the "Utopia," the latter being a sister ship to the "Elysia," of about 3200 tons, for the bi-weekly Glasgow and New York route.

**1875**—One result of this pause was the opening up of a more regular and fully-equipped service of much larger steamers from Glasgow and Liverpool, and also from London direct, to Halifax, Nova Scotia, and St. John, New Brunswick, during the spring and autumn months. This trade proved remunerative for many years.

The service to these ports was merely a "season" one (lasting for six to eight weeks in spring and for a similar period in autumn), and it was found useful to employ occasionally some of the bigger and more powerful vessels of the Mediterranean New York fleet—when not required on this latter route—such as the "Italia," "Olympia," "Ismailia," or "Alexandria." After discharge at Halifax and St. John they usually loaded home with deals, &c., either to Liverpool or Glasgow.

A monthly service was likewise started from Bordeaux to New York, but owing to the lack of return freight this line had finally to be abandoned a couple of years later.

Following upon the American live cattle traffic there presently arose a demand for chilled dead meat in this country; and it is an interesting fact that the Anchor Line were also "pioneers" in this connection, and all their weekly express steamers were forthwith fitted with large refrigerators of about 400 tons meat-capacity each, to carry this chilled beef from New York to Glasgow.

Thomas Henderson himself was the real

originator of this latest development. He induced Mr. John Bell of Glasgow and Mr. T. C. Eastman of New York to go into the business (the latter as shipper and former as distributor), and demonstrated its practicability by actual experiment on board one of the Anchor Line steamers. The first chilled meat conveyed from the United States to Great Britain was by the **Anchor Line** service from **New York to Glasgow**.

Through traffic in passengers and cargo to and from the Western States having assumed large proportions, an office was now opened in Chicago, under the title of "Henderson Brothers," and this branch is still an important factor in the securing of homeward freight and passengers of all classes.

The opening of the Suez Canal had naturally led to a great increase of the trade with India, and, seeing a promising opening there, Messrs. Henderson Brothers determined to start regular monthly sailings on their own account between Glasgow, Liverpool, and Bombay, via the Suez Canal. The line was initiated from Liverpool on the 11th of March, 1875, by the (then somewhat antiquated) steamer "Caledonia" (II.). She left Glasgow on the 4th of the month, and completed the run to Bombay in thirty-one days, including a detention of four days in the Suez Canal on account of bad weather. This was generally admitted at the time to be a very good performance.

The "Macedonia" (late "Iowa," lengthened) succeeded the "Caledonia," and was followed by the "Trinacria." Subsequently the latter gave place to the "Europa" and "India," which were not required in the New York service.

**1876**—The new venture to the East proved to be remunerative, and as the trade expanded beyond the powers of the firm to cope with it, overtures were made to Mr. David MacIver, of Liverpool, to supply extra vessels for the service (which was now fortnightly), and for two years Mr. MacIver's steamers "Thessaly,"







"Sicily," "Tuscany," and "Barbary" were more or less regularly employed (on owners' account) in this trade. They were finally withdrawn owing to Mr. MacIver's own rapidly growing River Plate and other trades.

The firm were still on the alert for further new trade outlets, and as the Glasgow and New York service had on the whole been very successful, it was natural they should try and forge still another link between the old world and the new. And consequently, as they had already their own house in London, a fortnightly service was inaugurated in 1876 between London and New York. The vessels at first employed were the "Utopia," "Elysia," and "Alsatia," the latter being of about the same dimensions as the other two, but especially built for this trade in the year under review.

The employment of the "Elysia" and "Utopia" on this new route was rendered the more easy and desirable as the Glasgow and New York trade did not require so much tonnage owing to the heavy falling off in exports to the United States, in consequence of the gradual awakening of the Americans to the possibilities of their own resources in mining and manufacturing of all sorts. This diminution of the export traffic finally resulted in the Glasgow and New York service reverting to weekly sailings from either end, which has been continued regularly ever since.

**1877**—Owing to Mr. MacIver's tonnage being gradually withdrawn from the East to the River Plate, and the Bombay traffic having developed considerably, the firm now decided to carry on this fortnightly service from Glasgow and Liverpool entirely on their own account; and up to the present day there are still two departures each month, alike from this country and from Bombay.

This Eastern trade was however constantly demanding close attention, and more modern tonnage was required to overtake the service

single-handed; and, to meet not only the keen competition of the other lines, and ensure an adequate return from such long voyages after covering the enormous expenses (of which the Suez Canal dues then were, and still continue to be, not the least item), it was resolved to make an absolutely new departure in this direction, and to build one or more specially constructed steamers of large cargo capacity, and having saloon accommodation for 35-40 passengers.

It is worth observing that in this year the whole fleet consisted of 29 steamers of a total tonnage of 64,764 tons. The largest vessel was the "Anchoria," 4168 tons, having a speed of close on 13½ knots.

**1879-1880**—The "Britannia" (II.) and "Hispania," of 3069 and 3380 tons gross, capable of carrying home 4900-5000 tons of Bombay cargo were now added to the Indian fleet. Probably they would be reckoned amongst the largest carriers of their time in that particular trade. There had been enormous advances made in economic types of steamers, and this new departure was imperative in the interests of the line.

With regard to these two vessels it may be remarked that considerable trouble had for years been experienced in keeping in repair the rudders of steamships. They were then forged in one large frame with many difficult welds. This frame was drilled full of rivet holes, and plates were rivetted on each side, leaving a cavity between. If through the constant vibration from the action of the propeller, and the many and severe stresses a rudder is exposed to, one or two rivets leaked, water got into the cavity, and rusting began all over, and rapid decay followed. This unsatisfactory state of things was cured by a novel inspiration emanating from the Anchor Line Office. This was practically to put the frame outside the plate and have no cavity—an excellent idea which developed into the almost universally adopted single plate rudder.



The device saved thousands of pounds for repairs and serious delays to vessels while these repairs were being executed. The two vessels named were the pioneers in this improvement in Great Britain.

To meet the special requirements of the Atlantic passenger business the firm during the year built what was then altogether quite a novelty—viz., a twin-screw passenger tender for the more comfortable and convenient handling of passengers at the Tail of the Bank. The "Express," as she was called, was probably one of the first vessels of her sort in Great Britain.

**1881**—Further schemes which had been under the consideration of the firm were advanced a stage this year. Two more steamers of large tonnage for the Bombay trade, called the "Armenia" and "Roumania" (sister-ships of the "Hispania" type), were built, and an entirely new service of fortnightly sailings was also contemplated—viz., a direct line of passenger and cargo steamers from Glasgow and Liverpool to Calcutta, which had up till then been regarded as the special field of Messrs. George Smith & Sons.

With a view to preparing the way, the new steamer "Galatia," 3096 tons, was ordered from Messrs. D. & W. Henderson, to be ready for work in the following year, it being intended that she and two of the Bombay vessels should open the service, as the latter trade could spare the tonnage readily enough for a short time if occasionally supplemented by chartered steamers.

Amongst general events occurring early this year, one which perhaps called forth the most public comment was the launching of the mammoth steamer "City of Rome," for the Inman Line. Besides being the largest she was admittedly the handsomest vessel of her day, despite her four masts and three funnels. Her tonnage was 8453 tons gross, her length 560 feet, and her beam 52 feet. She consumed 265 tons of coal daily and

steamed about 17 knots. It was the intention of her owners, Messrs. William Inman & Co. (spurred by the Guion and White Star competition) to beat everything else at that time on the Atlantic Ocean; and in respect of luxurious accommodation she completely fulfilled this expectation.

She was, as fate would have it, destined to fly the "Anchor" flag at an early date, although such an idea was very far from the minds of Henderson Brothers at the time.

Following upon the London and New York trade expansion there presently arose a demand also for better communication from London to Halifax (N.S.) and Boston (U.S.A.), and, encouraged by the success of the Halifax and St. John service from Glasgow and Liverpool, this further new line was established by employing the "Caledonia" (II.), "Columbia" (I.), and "Australia" (I.) therein, as the former was really ill-suited to the Eastern trade, and the two latter were not required in the Atlantic service from Glasgow.

This new connection was carried on for some years and was much appreciated, though in the long run it proved not very successful or remunerative, and was finally abandoned owing to the steady diminution of the homeward cargoes from Boston; and a like fate was at the same time in store for the London-New York trade for the same reason.

**1882**—The new direct Calcutta service was commenced early in the year, and to show the world generally that the firm were thoroughly in earnest, and despite the not unnatural opposition offered by Messrs. Smith, five new steamers were ordered for this trade—viz., the "Hesperia" (Barrow Co.), "Nubia" (Anchor), "Justitia," "Ischia" (Barrow Co.), and "Belgravia" (Anchor), 4977 tons, all large carriers and of fair speed. This expansion of the Indian trade resulted in offices being opened in Manchester, and at Gibraltar (Mr. Foote, the resident partner of the





former agents there having died in the previous year). The extensive export of fine goods to India and elsewhere very soon justified the opening of the Manchester branch.

This branch house at Gibraltar was all the more necessary now, as the outward and homeward coaling and provisioning of the Indian and Mediterranean fleets were largely done there; and in order to ensure a constant large coal supply the "Shamrock" was disposed of two years later, and the "Three Brothers" (a former well-known American clipper ship) took her place (in November, 1885), her coal capacity being about 4200 tons.

A passenger tender called the "Alert" was also added to the Gibraltar equipment at this time, and proved exceedingly useful in embarking and debarking travellers.

During the summer rumours had been current that the Inman Line were dissatisfied with the "City of Rome," for some reason not quite clear at the time, and in the end it turned out that the vessel was practically thrown back on the hands of her builders—the "Barrow Shipbuilding Co." In view of the relations subsisting between Messrs. Henderson Brothers and the Devonshire interests since 1873, it was but natural that overtures should be made towards placing the "City of Rome" amongst the fleet of Anchor Line steamers, under the same financial arrangement as the others, and working under the title of the "Barrow Steamship Co., Ltd."

This was eventually brought about, and the arrangement continued until 1902, when (to anticipate again) that company was entirely dissolved after the sale of the "City of Rome," which was then its only remaining asset, all the other vessels of this concern having by that time been taken over by the Hendersons, and become their own property entirely.

Meanwhile, the "City of Rome" was transferred to the fleet of the Barrow Steamship Company, and it was necessary to find suitable employment for her. This was not an easy

matter, as she was then considered rather too large for the Clyde. After undergoing some slight overhaul to assist in maintaining her speed (which, it was said, was the point the Inman Co. and the builders had disagreed about) the idea suggested itself that, by detailing the "Furnessia" from the Glasgow service, and also the "Belgravia" from the Indian route (where she was somewhat unsuitable on account of her heavy draft), a fortnightly service might be carried on between Liverpool, Queenstown, and New York, as the "Anchor" Liverpool connections were good and the passenger business was brisk.

This scheme was eventually carried out, and, together with the "Austral" of the Orient Company (run on owners' account), the service was conducted for some time with varying success, but owing to the keen competition of the older established Liverpool lines, who were constantly adding newer and faster vessels to their fleets, it eventually proved unsatisfactory, and in consequence the "Austral" was withdrawn by her owners and the "Furnessia" returned to her former station on the Glasgow-New York line. For a year or two the "City of Rome" ran alone between Liverpool and New York, and later on for a time the service was conducted in conjunction with the crack National liner "America," which had just been built. Finally (after the "America's" sale to an Italian firm), the "City of Rome" was placed on the Glasgow-New York route, where she ran very satisfactorily for some years. She was ultimately sold to a German firm on October 21st, 1902, after a life of over 20 years. One notable incident in her latter days was the conveyance from New York and Portsmouth (U.S.A.) to Santander (Spain) of Admiral Cervera, his staff, and 900-1000 Spanish prisoners, upon the conclusion of the Spanish American War. The whole complement of officers and men numbered 1690 souls, who were safely landed at their destination on September 21st, 1898.



**1883**—It was soon realised that the longer voyage to Calcutta would necessitate further building for that service, and as the Bombay route again required all of its own tonnage, the "Karamania," a sister ship to the "Hesperia," was launched to further strengthen the Calcutta route, in which the keenest competition was still going on. In addition, the fine new steamers "Arabia" and "Persia," with large cargo capacity and elaborate passenger accommodation, were placed on the Bombay service, whilst at the same time the "Scindia" (I.) was built for employment in the Indian coasting trade, as there was a very considerable traffic from Glasgow, Liverpool, and Manchester to Indian coast ports, for which there was then no direct service.

The latter was a very smart little steamer of 650 tons, and did good work for the Company for some years, but was subsequently sold to the B. I. Co. (which had hitherto controlled the Indian coasting trade), as the Anchor Line had no desire to prolong competition with another company, with whom, generally speaking, they had always been upon very friendly terms.

In those days the firm was constantly being confronted with entirely new developments, social, commercial, and political, and this spirit seems to have spread the world over and penetrated even to the East. It was in this year that the Bombay native piece-goods dealers and importers, who had hitherto been in the habit of importing their goods in the ordinary fashion, made a new departure by putting their entire year's imports "up to auction," so to speak, and many lines were invited to tender for their conveyance from Liverpool and Manchester to Bombay. This important contract was first secured by an outside tramp line called the Inch Line (Hamilton, Fraser & Co.); a year later the Anchor Line took the contract alone, and was followed by the Clan Line similarly in 1885.

Since that time, however, the business has always been conducted jointly by the Clan, Hall, City, and Anchor Lines, as the navigation of the Manchester ship canal by large steamers had now become an accomplished fact. **The first steamer to load from Manchester direct under this "Indentors" contract was the "Hispania" of the Anchor Line in January, 1895.**

**1884**—This was the year of the famous "Nile Campaign." For lack of other means of transport the troops were rowed up the Nile in boats to assist at the relief of General Gordon. A considerable number of these craft were built by Messrs. D. & W. Henderson, Meadowside (in which firm Henderson Brothers had still one-half share), and the Anchor Line steamers, bound for the East, carried a great many of them from England to the seat of operations.

The firm further strengthened their Bombay passenger and freight service during the year by the addition of the fine new steamer "Asia," a sister ship to the "Arabia."

**1885**—It now occurred to the firm in connection with their Bombay trade that, if Marseilles was made the first homeward port of call (the vessels, of course, coming on thereafter to Liverpool as before), a considerably increased saloon passenger business might be built up between Bombay and the French port, the passengers being thus enabled to travel overland to England and save about a week en route.

This arrangement was carried out, and the steamers "Hispania," "Nubia," "Asia," "Persia," "Arabia," "Armenia," "Roumania," "Britannia," and others, became great favourites with the Anglo-Indian travellers.

The Bombay-Marseilles-Liverpool Line has since grown very much both in the estimation of travellers and in the quantity of cargo







carried, with the result that the older vessels then engaged in the trade have had to be sold and replaced by an entirely new and thoroughly up-to-date fleet of fast steamers sailing every two weeks from Liverpool and Bombay respectively.

The service is now (1911) performed by the "Circassia," "Scindia," "Elysia," "Castalia," "Olympia," and "Massilia," all large vessels, carrying 8,500-11,000 tons of Bombay cargo, with luxurious passenger accommodation, and carrying first-class only. On discharge of their Bombay passengers and cargo at Marseilles they re-embark passengers and cargo there for Liverpool and Glasgow, calling at Gibraltar en route.

For some time the Adriatic-New York trade of the Anchor Line had been more or less neglected owing to the chief Austrian export (prunes) having gone out of demand in the United States. Californian-grown plums had taken their place in the home markets, but when bad seasons supervened and the crops were a failure, the Company was approached by the Austrian shippers to resume their service between Trieste and New York. A fortnightly service was renewed, and at the same time a strenuous effort was made by the Anchor Line to develop the passenger traffic also from that quarter and the southern European districts. The Austro-Hungarian Government was then opposed to the spirit of emigration, and, notwithstanding that far-reaching arrangements had been made to develop the traffic, the line had to be abandoned after a couple of years. It had met with but scant support for the reasons named; and, furthermore, the prune and other shipments had once more fallen off seriously, owing to the American supplies having again materialised in abundance.

At a later date (1905) the Austro-Hungarian Government changed their views on the question of emigration, which finally resulted in the establishment of the Cunard Line

in the Adriatic trade. The Anchor Line were again approached to resume the service owing to their old-time connections there; but the demands upon them in other directions precluded their offering suitable tonnage for the satisfactory performance of the work.

As the trade between New York and Kingston, Jamaica, offered an opportunity for the employment of a couple of the smaller Mediterranean steamers, a fortnightly service was established this year with the "Tyrian" and "Dorian," and for two or three years was fairly successful, but the older established line of Messrs. Forwood Brothers eventually bought out the Company's interest therein, and the two vessels were sold.

**1886**—The Line was at this time enjoying a large share of prosperity in the Atlantic passenger trade. The first-class business was developing in a most satisfactory manner, and second-class were also increasing in number. The Anchor Line was then almost the first Company to cultivate this latter branch of the traffic to any great extent, and the results which followed have fully justified that policy, for the steamers now enjoy a wide popularity with second-class passengers.

The "Anchoria," with 250 saloon and second-class and 500 third-class passengers on board, created a sensation in August this year when, on a voyage between Glasgow and New York, she was unheard of for nearly four weeks. The absence of news naturally caused great anxiety. It turned out that she had broken her shaft and drifted out of the track of steamers, but she eventually found her way under sail to St. Johns, Newfoundland, where all her passengers were safely landed and forwarded to New York.

The New York firm built a very fine tug this year called the "Assistance," which proved exceedingly useful in the docking and undocking of steamers at the Company's piers. She did good service for some years, but was

subsequently sold, as the hire of public tugs and tenders became much less costly than formerly.

**1888**—After two years' bitter competition among the companies, peace had been restored in the Calcutta trade in 1884, and in the succeeding four or five years the service was improved by further additions to the fleet. In this particular year the "Anglia" (II.) was built, and in

**1889**—She was followed by the "Scotia" (II.). Both vessels were capable of carrying 3600-4150 tons of Calcutta cargo, in addition to a limited number of saloon passengers.

Large quantities of Mediterranean dried fruit and other cargo, East Indian included, were constantly brought to New York by the Anchor Line and other steamers, and as portions of the cargo were often stored by importers pending its sale or shipment to the south or west, it occurred to Messrs. Henderson Brothers (New York) that it might be a good investment for them to purchase the three piers and store houses in Brooklyn then occupied by their Mediterranean and outside vessels, as the merchandise very largely went overside right into these stores. This scheme was carried out, and two years later two additional larger warehouses of like character adjoining the others were built. In this way a very profitable business was carried on for many years by the New York firm under the title of the Brooklyn Pier and Storage Co., Ltd., as an adjunct to their ordinary steamship agency.

At a later date, (1895), a large trust was formed in New York to control the whole warehouse traffic of the harbour, and this concern finally bought out at a good profit Messrs. Henderson Brothers' entire interest.

**1890**—Meanwhile, as had been anticipated, additional steamers of still larger capacity were found to be necessary for the Calcutta fleet to enable a satisfactory fortnightly service to be carried on, and the "Scindia" (II.) was

therefore built this year at Messrs. D. & W. Henderson & Co.'s yard at Meadowside. She was a very fine vessel, carrying about 5350 tons Calcutta cargo, besides having excellent accommodation for about 30 saloon passengers, and capable of steaming 12 knots.

She did good work for the firm, and was afterwards sold to the United States Government during the Spanish-American War in 1898.

**1891-1892**—Saw further new additions again to the Calcutta service—viz., the "Bohemia" and "Algeria" (the latter a sister ship to the "Scindia"), both of which were added in 1891, followed by the "Dalmatia" (sister to "Bohemia") in 1892, and at the same time the "Australia" (II.), a new steamer built by Short Brothers, of Sunderland, was purchased for the Bombay trade as a "cargo tramp," in which capacity she proved a money-making investment from the start.

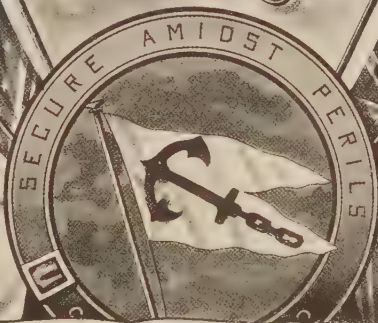
**1893**—This year witnessed the inauguration of the International Navigation Co., an American company, which had taken over the remnants of the Inman Co., and reconstituted it under the title of the "American" Line, with a service of steamers weekly from Liverpool to Philadelphia, and a like service from Southampton to New York. This company was really the forerunner of the final entry (on a large scale) of American capital into the Atlantic trade, which occurred a few years later as will be seen.

**1897**—The Calcutta trade was still continuing to grow and requiring larger vessels of the most up-to-date character. To meet these requirements the fine steamer "Bavaria," 400 feet long by 48 feet beam and 28 feet depth of hold, was added to that service.

**1898**—Much commotion was caused in the political and commercial world by the outbreak of hostilities between Spain and the United States. As already stated, the "Scindia" was purchased by the American Government as a consort to the battle fleet.



# ANCHOR LINE.



United States  
mail Steamers.



OUTWARD BOUND

SALOON

PASSENGER LIST.









**1899**—The South African War broke out towards the end of the year, and almost simultaneously the old firm of "Henderson Brothers," Glasgow, went out of existence by the retiral of four partners. The concern became a limited liability company under the style of "Anchor Line (Henderson Brothers) Ltd.," and three members of the old firm remained with the new Company as managing directors. Since that time a very much esteemed member (Mr. W. F. G. Anderson) has died, and three other directors have joined the Board. All of the home and foreign branch offices were continued under more or less the same management; and with regard to the American firms, the new Company entered into a fresh co-partnery with Mr. William Coverly (the senior resident partner in the old New York firm) and Mr. D. W. Macdonald (son of Francis Macdonald aforementioned), and this arrangement still exists, and is carried on to the mutual satisfaction of all parties, under the old name of "Henderson Brothers." Mr. Coverly being in New York, and Mr. Macdonald in Chicago.

It may be mentioned that, upon the formation of the new Company, Messrs. Henderson Brothers entirely sold out their interest in the Finnieston Engineering Works and Meadowside Shipbuilding Yard, which now belong exclusively to Messrs. D. & W. Henderson & Co., Ltd. The connection had been a very happy and agreeable one, and had lasted 27 years, but the Directors of the new Anchor Line Company desired to be clear of shipbuilding, and to devote all their energies and resources towards rehabilitating their fleet.

During the South African War, which lasted from 1899 till 1902, six of the Anchor Line steamers (including the "City of Rome" prior to her sale) were engaged under charter to the Government for the conveyance of troops, mules, and stores to Cape Town and Durban. For the thoroughly efficient manner

in which the services were rendered, the Company received the hearty commendation of the Admiralty.

Late in the summer of 1899 the directors, pending further developments, purchased the steamer "Tainui," (re-named "Astoria") from the Shaw, Saville & Albion Co. to temporarily strengthen their Glasgow-New York line, but when winter came round they decided that the eventual proper course was to **entirely rehabilitate and reconstruct** that service by the gradual addition of several large passenger and cargo vessels of the most up-to-date type. Plans were got out first for the fine steamer "Columbia" (II.), which was completed and launched in 1902, Lady Balfour of Burleigh performing the christening ceremony. The "Columbia" is a vessel of 500 feet in length over all, 56 feet beam, and 34 feet depth of hold, carrying 220 saloon, 350 second class, and 800 third-class passengers, and steaming about 16½ knots. She was the biggest ship the Anchor Line had undertaken single-handed, and was looked upon as a somewhat costly "experiment;" but the directors, owing to the great expansion of the saloon and second class passenger traffic (the latter having now reached very large proportions), felt justified in the venture, and their enterprise has been amply vindicated by results, as she immediately became an immense favourite with all classes of travellers both to and from New York. Her luxurious appointments in every department were far ahead of anything previously attempted.

**1900**—For the adequate development of their Indian connections, and with a view to catering still further for the now rapidly growing Bombay passenger traffic, the Directors decided upon building a very much improved type of steamer capable of carrying 8000 tons of Bombay cargo, and having the finest possible accommodation for 60-70 saloon passengers. The speed was increased to enable the voyage from Liverpool to Bombay

to be covered in 23 days. Accordingly the "Scindia" (III.), 400 feet long by 49 feet beam and 28 feet depth of hold, was launched this year.

At the same time the Calcutta service was also demanding bigger and faster ships, and consequently the "Assyria" (II.), 450 feet long by 55 feet beam and 30 feet depth of hold, was built. She is the largest cargo vessel the Company have presently engaged in the Indian trade.

**1901**—The "Assyria" was followed by the "Numidia," a sister ship of similar dimensions, but she had a very brief career, as she was unfortunately lost (happily without loss of life) in the following year in the Red Sea. **The Mediterranean and New York** trade, like the others, (owing possibly to a too desultory attitude previously on the part of the old firm up to the year 1899) also required larger and faster steamers, mainly in consequence of the entry of competing lines. Another new departure was therefore made by the directors in the building of the steamers "Perugia" and "Calabria," capable of steaming about  $12\frac{1}{2}$  knots, and as there was at this period a large Italian emigration to the United States, provision was made for 1150 third-class passengers by each vessel. These vessels have done their work well despite the difficulties now placed in the way of British shipowners by the aggressive action of the Italian Government (which is apparently seeking to establish a monopoly of this trade for the Italian flag).

**1902**—The experiment of building a special large cargo and passenger vessel like the "Scindia" for the Bombay trade proved so successful that the "Olympia" and "Massilia," of exactly similar dimensions, were launched this year, and all three proved very suitable additions to the Indian fleet.

This was the Coronation year of King Edward VII., and princes and potentates of all

nationalities travelled from every quarter of the globe to take part in the ceremony.

Amongst others came the Maharajah of Jeypore with his suite and about 140 attendants, and the Anchor Line had the honour of conveying the entire party from Bombay to Marseilles in the month of May, and back again to Bombay in August, the Company's new steamer "Olympia" being chartered for the purpose.

During the autumn the final winding-up took place of the Barrow Steamship Co., Ltd., by the sale of the "City of Rome" (before referred to).

It was about this same time that the shipping world was startled by the formation of the International Mercantile Marine Co. (a gigantic American combination following upon the International Navigation Co. move of 1893, already alluded to), which finally absorbed the White Star Line, Leyland Line, Atlantic Transport Co., Dominion Line, American Line, and Red Star Line. Great events were both promised and expected for this big combination, but the Cunard and Anchor Lines were the only two British Lines then trading to New York that remained out of the scheme, and neither have ever had any cause to regret their action.

Notwithstanding this overshadowing event, which naturally caused great stir at the time—eventually resulting in a form of "nationalisation" of the Cunard Company—the Anchor Line directors determined to pursue their own policy of bringing their Glasgow and New York service up to a higher state of efficiency still. They began to think about the desirability of adding another large and fast vessel, and plans were under consideration for a sister ship to the "Columbia" (II.), which had now been running for some time and had become exceedingly popular.

The time, however, was not yet quite ripe for this further large outlay, for although the



























new company had prospered exceedingly, and beyond the expectation of the directors, there was yet considerable scope for their resources in the rejuvenation of the fleet in other quarters, the Bombay route especially, now that a beginning had been made in the Atlantic and Calcutta trades.

**1903**—A still larger steamer, the “*Circassia*” (II.)—450 feet in length, 55 feet beam, and 30 feet depth of hold—was added to the express service between Glasgow, Liverpool, and Bombay. She carries 11,000 tons of Bombay cargo, has the most complete accommodation for 90 saloon passengers, and makes the passage in 23 days from port to port.

**1904**—Following upon the “*Perugia*” and “*Calabria*,” the directors decided to build a still larger and faster steamer—viz., the “*Italia*” (II.), for the Mediterranean and New York route, and she was launched this year. She is capable of carrying 1,400 Italian emigrants, and makes the passage from Naples to New York in about 14 days.

The time was at last considered opportune for the further addition of a fast steamer to the Glasgow and New York service, and plans of the new vessel were approved of, with the result that in

**1905**—The “*Caledonia*” (III.), a vessel of 9223 tons, 515 feet in length over all, by 58 feet beam and 33 feet 4 inches depth of hold, was launched. She was the finest and most expensive vessel in the fleet, and retains her great popularity still as being one of the speediest and most luxuriously equipped steamers sailing out of the Clyde. She was christened by the Duchess of Montrose. She carries 250 saloon, 350 second-class, and 850 third-class passengers, and performs the voyage between Glasgow and New York in a trifle over 7 days.

So far did she and the “*Columbia*” go towards the realisation of the directors’ ambition to have a “fast weekly express” Atlantic service, that very soon plans were once

more spoken of for yet a third vessel of similar character, but in the meantime their attention was temporarily diverted again to the East, and to meet the increasing demand for larger and faster passenger steamers, to keep pace with the ever-growing competition, the directors laid down the “*Castalia*.”

**1906**—She appeared this year, and was a further advance in speed and equipment even over the “*Circassia*,” though very slightly smaller in tonnage. The “*Castalia*” is 6500 tons gross register, 450 feet long, by 53 feet beam, and steams from Liverpool to Bombay in 21 days. She was built by Messrs. Barclay, Curle & Co., and is in every way a credit to her builders, and a great favourite with Anglo-Indian travellers.

Digressing for a moment, it may be here mentioned that the Anchor Line head offices for considerably over half a century had been located at 45 and 47 Union Street (No. 45 being the Handysides’ original office). The present year, however, saw operations commenced for the erection of a handsome new building of their own design at 14 St. Vincent Place, possession of which was obtained on Whitsunday in the following year. The building has been much admired, and forms quite an architectural feature of the neighbourhood.

Meanwhile, plans had been completed for the next big Atlantic liner, and in the spring of

**1907**—The “*California*” (II.) was added to the fleet. She is almost similar to the “*Columbia*” (II.) and “*Caledonia*” (III.), though in many respects showing considerable advance and improvement upon the other two vessels. These three fine steamers along with the “*Furnessia*” then performed the express weekly service to and from Glasgow and New York with unfailing regularity, enjoying (as they still do) a very large and satisfactory share of public support.

The “*Castalia*” having established herself at once in the public favour, it was decided

to add yet another vessel of like speed and character to the Bombay passenger fleet.

**1908**—The “*Elysia*” was accordingly launched this year. She is possibly the finest vessel in the Company’s Eastern service, having splendid accommodation for about 100 saloon passengers.

The Calcutta service not having been quite as satisfactory pecuniarily in the previous few years as could be desired, the directors inaugurated a variation therein with the view of bringing about better results. The steamers on this route formerly sailed from Liverpool direct to the Hooghly, and thence loaded direct home to London; the homeward itinerary is now from Calcutta to Genoa and Leghorn, and thence on to London and Glasgow, and this change has been amply justified by results.

**1908-1909**—These were two very trying years for shipping, and a very needful halt had to be called in the Company’s (and in most other companies’) building programme, but towards the latter end of 1909 it was felt that the New York service was not yet as complete as the directors desired, and they commenced getting out plans for a still larger, faster, and finer steamer than any of the other three.

**1910**—Consequently in the early spring the steamer “*Cameronia*,” of 11,000 tons, was laid down in the yard of Messrs. David & William Henderson & Co., who have built all these fine express passenger vessels for the Line. She is a vessel 535 feet in length over all, by 62 feet beam, and is equipped to carry 250 saloon, 450 second-class, and 1000 third-class passengers. Her accommodations in all departments are in advance of anything previously attempted either by the Anchor Line Company or the builders. Like all these express passenger steamers, this vessel will be fitted with a complete installation of the Marconi wireless telegraph system—a great boon to travellers and owners alike.

Feeling that the Calcutta trade was also in need of replenishing by further larger and faster vessels, it was decided at the same time to add two fine new steamers to be called the “*Anchoria*” (II.) and “*Media*” to this service. They will have a carrying capacity of 8500 tons deadweight, and steam 12½ knots loaded at sea. Both vessels are being built by Messrs. Alexander Stephen & Sons, who, in the earlier days, built so many fine steamers for the old firm.

**1911**—In consequence of labour troubles in the shipbuilding yards there was very serious delay in the completion of the new Atlantic steamer “*Cameronia*,” the result being that she was only launched on the 27th of May, and it was the 13th of September when she sailed on her first trip from Glasgow to New York. It is gratifying to note that she carried almost a record number of saloon and second class passengers on this her maiden voyage.

It may be remarked as a happy omen also that her advent in the fleet coincided with one of the most flourishing periods shipping had experienced for some years.

In consequence of the same friction in the shipbuilding industry the two new Indian steamers were likewise delayed in completion, and it was not until the 9th of September that the “*Anchoria*” (II.) sailed upon her first voyage to Calcutta, the “*Media*” following her to the same destination on the 11th of November. Both are smart vessels and large carriers of Eastern cargo, and it is hoped will add to the credit of the Line in every respect.

There is some talk of adding yet another large steamer or two to the Bombay Express Passenger and Cargo Service, but at the time of writing the Directors’ plans have not matured.

During the month of August the steamer “*Columbia*,” on a voyage to New York, collided in a dense fog with a huge iceberg in mid Atlantic, but fortunately no lives were























lost, although the vessel herself was very seriously injured. Repairs were completed in New York in a remarkably short space of time, and she was enabled to resume her place on the Glasgow and New York route very soon thereafter.

In this connection it may be mentioned that, in order to preserve the continuity of the service (the "Columbia's" accident having occurred at the height of the homeward-bound American travel), the "Caledonia," which followed her, was turned sharp round at New York and sailed again from Glasgow on the "Columbia's" scheduled date, after handling 11,713 tons cargo and coal between New York and Glasgow, all within twenty-one days, which was pretty smart work.

In the month of November this year it was decided to sell the "Furnessia," and this old favourite was finally taken back to Barrow-in-Furness by her purchasers to be broken up. Thus ended the "Pride of Barrow," as she was justly called when she made her first appearance.

It is an odd thing that after a life of 30 years she should eventually drift back to her old birthplace, where it is quite possible some of her old bones, hitherto employed in a peaceful vocation, may now be passed through Messrs. Vickers' furnaces towards the building of some cruiser or battleship. The "Furnessia" was a great ship in her day, and enjoyed the distinction of having at one time landed a larger number of second class passengers than had ever travelled on any one vessel across the Atlantic. She was a great favourite with Scottish emigrants both of second and third class, and was called the "family ship," as so many families would insist upon travelling by her and no other, often waiting a week or two for this purpose.

'At the time of writing the "Bohemia," the next oldest vessel in the fleet, is also under offer for sale, thus leaving only two of the original steamers the Company possessed when re-organised in 1899.

This record would not be complete without a reference to the long and honourable connection with the company of Capt. William Meiklereid, who joined the concern somewhere in the very early "fifties." He was in command of several of the vessels, and subsequently became Marine Superintendent, in which capacity he rendered the Company very many valuable and highly-esteemed services in its earlier vicissitudes. Captain Meiklereid, who died in 1910, was a true friend to the Line, and enjoyed the confidence of everyone connected with it.

It is a curious coincidence that, just as this modest narrative was finished and about to go into the printer's hands, the following notices should appear in the public press. The union of the two Companies should make for the strength and welfare of both, but it must now be left to some other historian to follow the future fortunes of the red "Anchor" in its varied field of operations.

*From the "Glasgow Herald," Tuesday,  
November 28, 1911.*

#### SHIPPING AGREEMENT.

CUNARD AND ANCHOR LINES.

CO-OPERATION IN SERVICES.

An agreement has been concluded between the Cunard Steamship Company, Liverpool, and Messrs. Henderson Brothers (Limited), Glasgow, whereby the Cunard Company will acquire a large interest in the Anchor Line of steamships. It is believed that the co-operation of the two lines in the North Atlantic trade and the increased scope afforded for the development of the Indian service of the Anchor Line will prove of material benefit to both companies.

No change will be made in the management of the Anchor Line, whose headquarters are in Glasgow, but Mr. A. C. F. Henderson, of that company, will join the board of the Cunard

Company, and Mr. A. A. Booth and Mr. T. Royden, chairman and deputy-chairman respectively of the Cunard Company, will join the board of the Anchor Line.

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#### CO-OPERATION IN SHIPPING.

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Still another development falls to be recorded in the ever-changing kaleidoscope of British shipping. The Cunard Company and the Anchor Line—names long and honourably known on more than one of the great ocean routes—have agreed to co-operate in the North Atlantic and Indian services. This does not necessarily mean that either company will sink its identity in the other, or that there will be ultimately a complete amalgamation of interests, but if it is to mean anything at all it must be followed by a policy under which competition will cease, so far as these two lines are concerned, and both directorates will do their best to promote the interests of both companies. The difference between this and a union of the two firms under a common designation is, after all, only one of name, except to those most directly interested. When two companies agree not to compete, and, still more, when there is a transfer of stock from one to the other and an interchange of directors, there is for all practical purposes a fusion of interests. In the case of the Cunard Company and the Anchor Line it is a considerable satisfaction to know that the name so familiar on the Clyde is not to disappear, and that Glasgow will remain the headquarters of a firm that has done so much to develop its shipping and to carry the products of its industry to many parts of the world. The satisfaction, however, is based only on sentiment, and the bargain just completed between the two concerns must be looked at from a purely business point of view. That both stand to gain goes without saying. Both are already in the North Atlantic trade, and the agreement will enable them to co-operate in that service as they could not do

in the past. Only the Anchor Line is in the Eastern service as yet, but one result of the understanding must necessarily be that the Cunard Company will also take an active interest in that trade.

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*From the "London Daily Telegraph," Wednesday and Thursday, November 29 and 30, 1911.*

#### CUNARD AND INDIA.

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##### AN IMPORTANT AMALGAMATION.

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(From Our Shipping Correspondent.)

The agreement between the Cunard Company and the Anchor Line is pregnant with possibilities. It means that, instead of confining its energies to the American, Canadian, and Mediterranean trades, as heretofore, the Cunard will now be heard of east of Suez. For long enough the Cunard has been credited with a desire to enter the Australian trade, in which the White Star Line has for many years been well established. The acquisition of a large interest in the Anchor Line will now give the Cunard a voice in the trade with Bombay and Calcutta, and a question which is naturally being discussed in shipping circles is whether it will stop there.

In widening the sphere of its operations the Cunard is considered to have taken a wise step. It is true that, by what is practically an amalgamation with the Anchor Line, the Atlantic interests of the Cunard are further enhanced to the extent of the Anchor Line's Glasgow-New York and Mediterranean-New York services. But the point is that the Anchor Line's services to Bombay and Calcutta bring the Cunard into a very profitable branch of the shipping trade, which is not in any way dependent on fluctuations in American prosperity. With liners controlled by the Cunard Company going through the Suez Canal, the trade with India enters upon a new chapter. As the official intimation says, "The increased scope afforded for the development of the



























Indian service of the Anchor Line will prove of material benefit to both companies."

#### A PROSPEROUS COMPANY.

In associating itself with the Anchor Line, the Cunard is conjoining its fortunes with those of a prosperous and well-managed undertaking. The year 1910-11 was described by the chairman of the Anchor Line as the best in its history. A dividend of  $7\frac{1}{2}$  per cent. was declared on the Ordinary share capital of £250,000, which, with £325,000 of Five and a Half per Cent. Preference shares, makes a total of £575,000. The Cunard Company's share capital is £1,600,020, and on this the dividend for last year was 5 per cent. No comparison can, of course, be drawn between the fleets of the two enterprises. The Anchor Line has no ship equal in size to half a score of the finest Cunarders, but it has modern liners, 9,000 to 10,000 tons, in its Glasgow-New York service, and a very fine fleet in the Indian trade. All told, the Anchor Line owns twenty-one vessels of 120,000 tons, while the Cunard steamers, about the same in number, have, roughly, twice the tonnage. Such vessels as the "Lusitania" and the "Mauretania" naturally swell the Cunard total.

The Cunard Company go into the Eastern trade at a time when, according to all accounts, it is in a very promising condition. At the last meeting of the Anchor Line Mr. Richard Henderson reported a better state of things with regard to homeward business from India than had been the case for some years. He added that Indian passenger traffic continued to grow. The inevitable inducement to its further extension is the provision of every comfort and luxury for the voyager. In this respect the joint efforts of the Cunard and Anchor lines should leave little to be desired. As the Anchor Line is already in the conference, the new arrangement should

create little or no difficulty with other British lines in the Indian traffic.

#### ANCHOR LINE HISTORY.

The Anchor Line, which may run some risk of losing its identity through amalgamation with the Cunard Line, has a history going back nearly sixty years. Like the P. and O., it began with services to Portugal and Spain, the port of departure in 1852, as to-day, being Glasgow. Then there was an extension into the Mediterranean. It was in 1856 that the North Atlantic trade was embarked upon, a beginning being made, according to one account, with the "Tempest," a 1,500-ton sailing ship converted into a screw steamer. As the Glasgow-New York trade grew, larger and swifter steamers were continually added, culminating this autumn in the 11,000-ton steamer "Cameronia." Meantime services from Glasgow and Liverpool to Bombay and Calcutta have been steadily developed, until they have become an equally important part of the company's operations.

It was in 1899 that the enterprise was converted into a limited liability company, and the inclusion of the name of Henderson Brothers in the registered title has since kept the memory of its founders well to the front. The line owed its inception to Thomas and John Henderson, who went into business as shipowners in Glasgow, while their brothers David and William Henderson established a shipbuilding business on the Clyde. In many ways these four brothers left their impress upon the maritime activities of the Scottish port. For long years the shipowning business and the shipbuilding establishment had certain interests in common, but there was necessarily a severance when the Anchor Line was incorporated. Mr. Algernon Henderson, one of the younger representatives of a famous family, now joins the board of the Cunard Company.

## THEN AND NOW.

IN attempting in an unostentatious way to write the history of such a company as the Anchor Line, whose life extends almost to sixty years, there are many interesting reflections on the part of the historian, and many must also occur to the reader. Chief amongst these is the number of trade routes at one time opened up and now apparently abandoned.

In explanation of this it would seem that in the early days the firm were more in the nature of "exploiteurs," so to speak, always seeking for new outlets for their indomitable energies and increasing resources; and in consequence many of the trades they opened up ultimately proved to be of too small dimensions to pursue successfully, whilst others had to be abandoned owing to the constantly changing incidence of trade, partly due to natural laws and partly to the operation of fiscal policies more or less elaborate and protective.

Many countries have become large manufacturers that formerly manufactured little or nothing. America, Italy, Spain, Austria, the Scandinavian Countries and Germany were (so far as industrial development and manufactures were concerned) in comparative infancy sixty years ago.

By degrees, therefore, and sometimes after somewhat costly experience, the firm discovered where their energies were likely to meet with the best results, and it was finally about 1890 that the Anchor Line settled down to the four trades in which their fleet is presently engaged.

In the natural course of things the Company has had its own share of bad luck, which at the time must have been very disheartening. But both the old firm and

the new Company have always courageously faced their troubles, and have striven to secure and deserve the confidence of the travelling and trading public by replacing lost vessels with new craft of an even higher class—often forestalling the actual requirements of their trades—and by the adoption of every modern appliance or device for the comfort and safety of their passengers and the rapid and efficient handling of cargo tonnage. In fact, as has been seen, they have been the pioneers in not a few departures that appeared at the time to be of the nature of experiments, but have since been justified by experience.

What the future may have in store no man can say. If there is one thing more than another that must have impressed itself on the mind of the reader of this chronicle it is the utter lack of finality that characterises all shipping enterprise. Change succeeds change in rapid succession; trades arise, grow, dwindle, and finally disappear; new concerns venture their hazard and retire; evolution goes on apace in size, equipment, machinery and the thousand and one details that go to make up a modern high-class passenger and cargo steamer. And perhaps the other fact that may have emerged from a perusal of this history is that

"He garners naught  
Who ventures naught."

Well-directed enterprise invariably succeeds; and it need hardly be said that the Port of Glasgow—its "home" port—will continue, as in the past, to have a large share in the future success of the Anchor Line—a future built upon the experience and enterprise of nearly sixty years, and stimulated by an honourable and distinguished record.









## APPENDIX.

### EMBLEMATIC.

**A White Flag**—Emblematic of peace.

**A Red Anchor**—Emblematic of hope, steadfastness, and security.

**Four Links to its Cable**—Indicating the four original Henderson Brothers.

**Anchor Line Motto**—"Secure amidst perils."

### ATLANTIC TRADE.

The following data makes an interesting comparison of the firm's progress in the Atlantic trade:—

		Length.	Tonnage.
1857	"United Kingdom"	245 feet	1,067
1867	"Europa" .. ..	290 "	2,277
1870	"Australia" .. ..	324 "	2,252
1872	"California" .. ..	361 "	3,410
1873	"Ethiopia" .. ..	402 "	4,100
1880	"Furnessia" .. ..	445 "	5,495
1884	"City of Rome" .. ..	560 "	8,453
1902	"Columbia" .. ..	500 "	8,293
1904	"Caledonia" .. ..	515 "	9,223
1911	"Cameronia" .. ..	535 "	11,000

### PASSENGER RECORDS.

The Anchor has always been one of the large passenger-carrying British lines, as the under-noted figures for the following fiscal years in all its trades will show:—

#### PASSENGERS.

1900	..	32,700	Passengers.
1901	..	44,339	"
1902	..	47,640	"
1903	..	61,933	"
1904	..	64,798	"
1905	..	59,071	"
1906	..	76,563	"
1907	..	92,453	"
1908	..	89,132	"
1909	..	50,825	"
1910	..	63,583	"
1911	..	65,865	"

### ADDITIONAL FACTS.

The following few supplementary brief facts may interest the reader, viz. :—

1. The Anchor Line Company has never since its inception 60 years ago received a Government subsidy of any kind, and its development is entirely due to private enterprise alone.

2. Both the old firm and the new Company have always underwritten a large portion of the marine risk themselves. In the old days when premiums were high many new steamers were practically financed out of the "Insurance fund." Nowadays premiums are much lower and the business is consequently not so much worth cultivating as formerly.

3. From 1852-1911 the Anchor Line have built or purchased 115 vessels of 304,202 tons.

4. Present total fleet tonnage is about 130,000 tons.

5. Present average age of fleet is about eight years.

6. Present reconstructed Company (*i.e.*, since 1899) has built 18 new steamers aggregating about 118,000 tons at a cost of over £2,000,000 sterling, and has sold 18 older vessels, in addition to which two vessels have been lost, happily without loss of life.

7. The value of the Anchor Line property now is over three times what it was in 1899 when the old firm went out of existence, and the present Company was established.

### PRESENT SERVICES.

1st.—**The Glasgow and New York trade**, employing the four twin-screw express passenger and cargo-carrying steamers "Columbia," "Caledonia," "California," and "Cameronia."

2nd.—**The Mediterranean and New York trade**, employing the three passenger and cargo-carrying steamers, "Perugia," "Calabria," and "Italia."

3rd.—**The Bombay trade**, employing the six fine passenger and cargo-carrying steamers, "Massilia," "Scindia," "Circassia," "Elysia," "Olympia," and "Castalia," and

4th.—**The Calcutta trade**, in which the steamers "Assyria," "Bavaria," "Bohemia," "Dalmatia," "Algeria," "Media," and "Anchoria" are engaged carrying cargo and a limited number of passengers.

## ANCHOR LINE FLEET.

Year.	VESSEL.	Tonnage.		Length.	B'dth.	D'pth.	REMARKS.
		Gross.	Nett.				
1854	Vasco da Gama .. ..	178	132	131	15	10	
1854	Ignes de Castro .. ..	175	131	131	15	10	
1854	John Bell (ship) .. ..	1208	—	231	33	27	Converted Auxiliary Screw
1854	Vision (ship) .. ..	422	—	154	23	15	
1854	Phantom (ship) .. ..	422	—	153	24	16	
1855	Dream (ship) .. ..	414	—	150	25	15	
1855	Spectre (ship) .. ..	435	—	155	27	15	
1855	Tempest (ship) .. ..	845	—	214	28	19	Converted Auxiliary Screw
1856	Dalhousie (ship) .. ..	452	—	161	26	17	Converted into Steamer and lengthened 1863
1856	Dom Pedro .. ..	299	244	159	20	12	
1856	Dom Affonso .. ..	296	240	159	20	12	
1857	United Kingdom .. ..	1255	1067	245	32	22	
1858	Dido .. ..	209	126	138	20	10	
1859	Viborg .. ..	87	59	95	16	8	
1859	Cora Linn.. ..	225	153	140	18	11	Fitted Auxiliary Engine
1860	Ailsa Craig .. ..	225	153	145	18	11	
1860	United States .. ..	1197	976	245	32	22	
1861	Lancefield .. ..	280	173	145	23	13	
1861	Palermo .. ..	380	289	169	21	13	
1862	Livorno .. ..	380	290	169	21	13	
1862	Messina .. ..	380	290	169	21	13	
1862	Caledonia (I.) .. ..	1348	1134	259	33	21	
1863	Britannia (I.) .. ..	1392	1117	261	33	21	
1863	Caledonia (II.) .. ..	1393	1119	261	33	21	Afterwards lengthened
1863	Genova .. ..	391	300	176	21	13	
1864	Macedon .. ..	409	314	176	21	13	
1864	Napoli .. ..	635	486	206	25	16	Afterwards lengthened
1864	Roma .. ..	656	508	205	25	16	
1865	Valetta .. ..	655	507	205	25	16	
1865	Venezia .. ..	655	507	205	25	16	
1865	Spartan .. ..	390	296	176	21	13	
1865	Hibernia .. ..	1617	—	270	33	22	
1866	Theban .. ..	642	437	200	27	16	
1866	Thracian .. ..	642	437	206	27	16	
1866	Acadia .. ..	749	592	217	26	20	Afterwards lengthened
1866	Iowa .. ..	2114	1437	315	34	24	Became Macedonia 1874 and was lengthened
1866	Columbia (I.) .. ..	1698	1322	283	33	22	
1867	Europa .. ..	1701	1367	290	33	22	
1867	Trojan .. ..	744	506	214	27	17	
1867	Grecian .. ..	744	506	214	27	17	
1868	Scandinavia .. ..	620	491	203	26	16	Afterwards lengthened
1868	Dacian .. ..	1038	667	237	30	19	
1868	Dorian .. ..	1038	667	237	30	19	
1869	Tyrian .. ..	1038	667	237	30	19	

Year.	VESSEL.	Tonnage.		Length.	B'dth.	D'pth.	REMARKS.
		Gross.	Nett.				
1869	Toscana (ship) .. ..						
1869	Shamrock (ship), coal hulk	1193	1145	187	37	24	Stationed at Gibraltar Afterwards lengthened
1869	Scotia (I.) .. ..	632	396	193	26	20	
1869	Cambria .. ..	1997	1312	324	35	22	
1869	India .. ..	2166	1398	311	36	23	
1869	Anglia (I.) .. ..	2142	1336	325	35	22	
1870	Australia (I.) .. ..	2141	1313	324	35	22	
1870	Dispatch (tender) .. ..	167	96	119	21	10	
1870	Sidonian .. ..	1235	799	258	32	21	
1870	Alexandria .. ..	1630	1055	300	33	22	
1870	Ismailia .. ..	1630	1055	300	33	22	
1871	Assyria (I.) .. ..	1630	1052	300	33	22	
1871	Trinacria .. ..	2051	1687	306	34	22	
1872	California (I.) .. ..	3287	2164	361	40	24	
1872	Victoria .. ..	3242	2207	360	40	24	
1872	Olympia (I.) .. ..	2051	1416	307	34	21	
1872	Italia (I.) .. ..	2245	1430	306	34	21	
1873	Castalia (I.) .. ..	2201	1660	306	35	22	
1873	Ethiopia .. ..	4004	2604	402	40	24	
1873	Elysia (I.) .. ..	2715	1745	351	35	29	
1874	Utopia .. ..	2731	1754	375	40	24	
1874	Bolivia .. ..	4050	2561	400	40	25	
1875	Anchoria (I.) .. ..	4156	2713	408	40	33	
1876	Alsatia .. ..	2766	1772	356	36	29	
1878	Circassia (I.) .. ..	4272	2770	400	42	25	
1878	Devonia .. ..	4270	2772	400	42	25	
1879	Britannia (II.) .. ..	3069	1970	350	38	28	
1880	Furnessia .. ..	5495	3606	445	44	34	
1880	Express (twin screw) .. ..	306	112	150	25	10	Tender (Glasgow)
1880	Hispania .. ..	3380	2213	364	38	28	
1881	Roumania .. ..	3387	2207	364	38	28	
1881	Armenia .. ..	3396	2218	364	38	28	
1881	Galatia .. ..	3096	2014	340	37	29	
1881	Belgravia .. ..	4977	3275	400	44	33	
1882	City of Rome .. ..	8453	3687	560	52	37	
1882	Ischia .. ..	3084	2012	340	37	29	
1882	Justitia .. ..	3040	1986	340	27	29	
1882	Hesperia .. ..	2993	1948	340	37	29	
1882	Nubia .. ..	3551	2319	378	40	28	
1883	Scindia (I.) .. ..	645	416	180	28	15	
1883	Karamania .. ..	3147	2044	340	39	29	
1883	Persia .. ..	3596	2331	378	40	28	
1883	Arabia .. ..	3598	2331	378	40	28	
1884	Asia .. ..	3611	2336	378	40	28	
1884	Alert (tender) .. ..	18	10	50	10	7	Gibraltar
1885	Three Brothers (ship), coal hulk .. ..	2936	—	323	48	31	Stationed at Gibraltar New York
1886	Assistance (tender) .. ..	100	50	85	19	10	
1888	Anglia (II.) .. ..	3287	2120	340	42	31	
1889	Scotia (II.) .. ..	2846	1834	310	40	29	

Year.	VESSEL.	Tonnage.		Length.	B'dth.	D'pth.	REMARKS.
		Gross.	Nett.				
1890	Scindia (II.) .. ..	4534	2953	375	46	30	
1891	Algeria .. ..	4510	2931	375	46	30	
1891	Bohemia .. ..	3190	2060	320	43	27	
1892	Dalmatia .. ..	3317	2109	320	43	27	
1892	Australia (II.) .. ..	3595	2292	343	43	27	
1897	Bavaria .. ..	4711	3005	400	49	28	
1899	Astoria .. ..	5086	3228	439	46	28	(ex "Tainui")
1900	Scindia (III.) .. ..	5106	3253	400	49	31	
1900	Assyria (II.) .. ..	6370	4104	450	55	34	
1901	Numidia .. ..	6399	4118	450	55	34	
1901	Calabria .. ..	4376	2788	375	47	30	
1901	Perugia .. ..	4348	2565	375	47	30	
1902	Olympia (II.) .. ..	5124	3269	400	49	30	
1902	Massilia .. ..	5091	3250	400	49	30	
1902	Columbia (II.), twin screw	8292	4316	500	56	36	
1903	Circassia (II.) .. ..	6717	4315	450	55	34	
1904	Italia (II.) .. ..	4806	3005	400	49	30	
1904	Caledonia (III.), twin screw	9222	5066	515	58	36	
1906	Castalia (II.) .. ..	6388	4081	440	53	32	
1907	Californina (II.), twin screw	8661	5403	490	58	36	
1908	Elysia (II.) .. ..	6368	3994	440	53	32	
1911	Cameronia (twin screw) ..	10963	—	535	62	36	
1911	Anchoria (II.) .. ..	5430	—	410	53	32	
1911	Media .. ..	5430	—	410	53	32	

It has also been the good fortune of the Line to assist in saving life and property to a considerable extent at various times, and a few of the more important incidents of the kind are given in the following list:—

### SALVAGES.

							AWARD
Feb.	1881.—	"Circassia" towed	"City of Richmond"	..	..	..	£7000
March	1881.—	"Circassia" towed	"Republic"	..	..	..	£4500
April	1881.—	"Columbia" towed	"Batavia" (562 miles, 7 days)	..	..	..	£4500
Feb.	1883.—	"Utopia" towed	"Estella" (375 miles, 3 days)	..	..	..	£1200
Feb.	1885.—	"Anchoria" towed	"Carmona" (830 cattle, 700 miles)	..	..	..	£6000
June	1886.—	"Roumania" towed	"Australia" (Ger., 416 miles)	..	..	..	£2000
Nov.	1886.—	"Hispania" towed	"Asia" (Ger.)	..	..	..	£2000
Feb.	1889.—	"Elysia" towed	"Pemptos" Suez, June, 1888	..	..	..	£2500
Oct.	1899.—	"Furnessia" towed	"Hestia" 650 miles	..	..	..	£3500





## DATE DUE

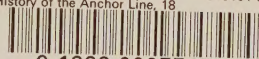
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Anchor Line

History of the Anchor Line, 18

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